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Part 2
16 page guide

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Douglas Boston

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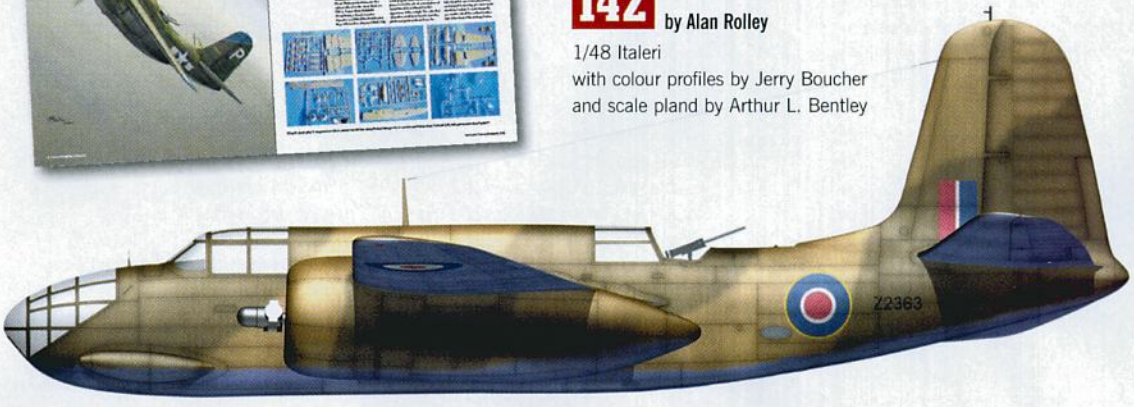
with colour profiles by Jerry Boucher and scale pland by Arthur L. Bentley



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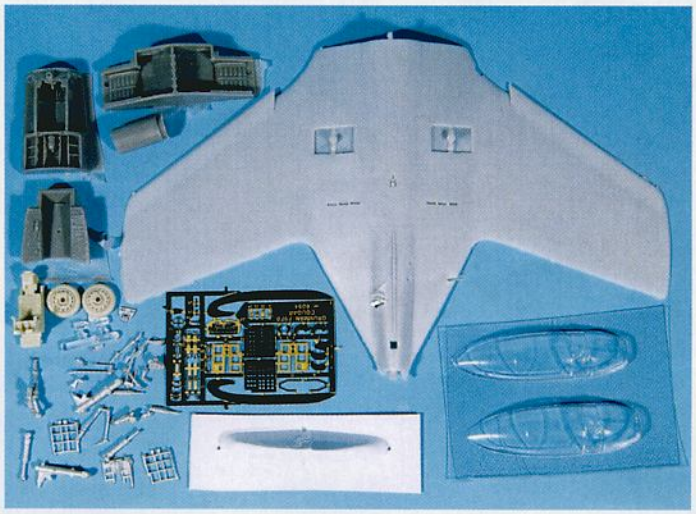
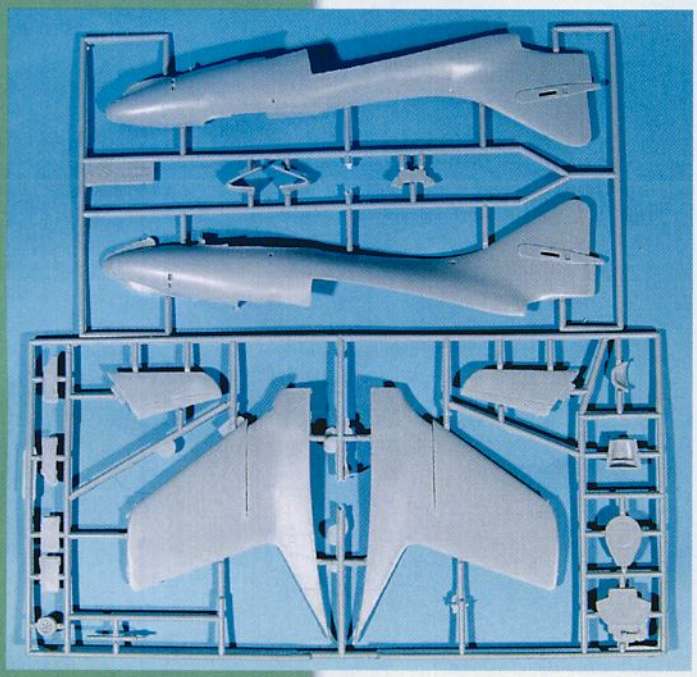
191 2 kits to be won!

Scale Aviation Modeller International has a policy of previewing all kits received in this section, and any item received is guaranteed a mention at the earliest opportunity. We cannot realistically preview kits unless we actually receive them, and manufacturers are invited to submit samples as early as possible to ensure the most efficient usage.

Special Preview
Grumman F9F-8 Cougar





Grumman F9F-8 Cougar

Scale: 1/48	Kit No: 6054
Price: £34.95	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 20, Vacform Clear 2, Resin 7, Etched Brass 34, Metal 24	
Manufacturer: Fonderie-Miniature	
UK Distributor: Hannants	

Based on the earlier Grumman F9F Panther, the Cougar replaced the Panther's straight wing with a more modern swept assembly. The US Navy regarded the Cougar as nothing more than a new version of the Panther (despite adopting a different official name) and thus the first production model was designated F9F-6, of which 646 were delivered from mid-1952 through July 1954. The F9F-8 was the final fighter version. It featured an eight-inch stretch in the fuselage and modified wings with greater chord and wing area, to improve low-speed, high angle of attack flying and to provide increased fuel capacity. A total of 601 aircraft were delivered between April 1954 and March 1957; most were given inflight refuelling probes, and late production machines were equipped carry four AIM-9 Sidewinder air-to-air missiles under the wings. Most early aircraft were subsequently modified to this configuration.

Fonderie-Miniature's latest multi-media kit follows their usual format, and features a fine selection of detail parts in both resin and brass, as well as a nice packet of metal components for the undercarriage and other areas. As is usual with this company's releases, nothing is left out, and the decal sheet allows for two Glossy Sea Blue US Navy options as well as a *Blue Angels* machine.

SAMI

Gloster Gamecock II

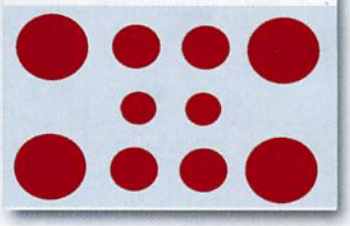
Scale: 1/72	Kit No: K034
Price: £10.50	Decal Options:
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 30	Manufacturer: Broplan
UK Importer: Aeroclub	

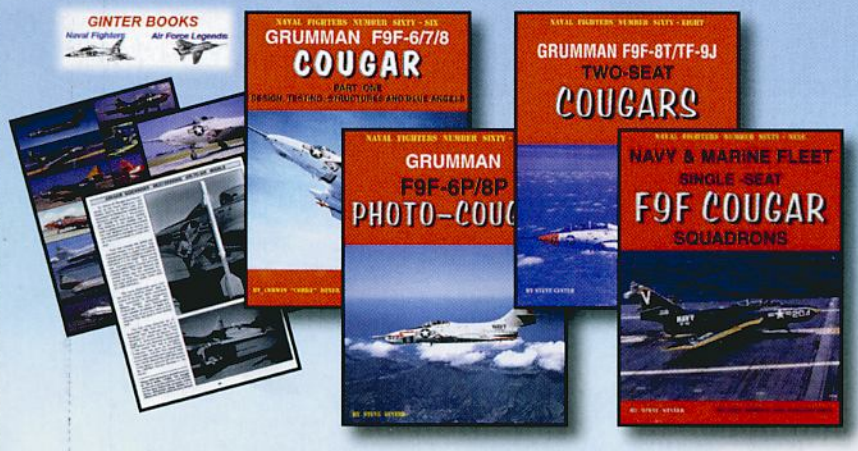
Parnall Plover

Scale: 1/72	Kit No: A167
Price: TBA	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 37
Manufacturer: Choroszy Modelbud	
UK Importer: Aeroclub	

Koshiki-2

Scale: 1/72	Kit No: A161
Price: TBA	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 29
Manufacturer: Choroszy Modelbud	
UK Importer: Aeroclub	



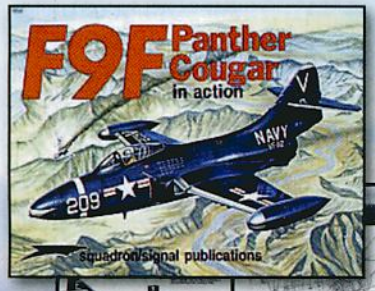


Grumman F9F-6/7/8 Cougar Part 1: Design, Testing, Structures and Blue Angels (SC)
Naval Fighters No. 66; 88 pages.
GI066 ~~$19.95~~ $17.96

Grumman F9F-6P/8P Photo-Cougar (SC)
Naval Fighters No. 67; 80 pages.
GI067 ~~$19.95~~ $17.96

Grumman F9F-8T/TF-9J 2 Seat Cougars (SC)
Naval Fighters No. 68. Covers squadron histories, insignias, flight and maintenance manual excerpts, sea stories, if applicable, and model reviews. Also records the prototypes of the aircraft, some of which never made it off the drawing boards; 97 pages.
GI068 ~~$19.95~~ $17.96

Navy & Marine Fleet Single-Seat F9F Cougar Squadrons (SC)
Naval Fighters No. 69. Covers the 59 front line USN and USMC fighter squadrons, 18 reserve bases and over 25 auxiliary/utility units. Illustrated with more than 400 black-and-white photos; 169 pages.
GI069 ~~$34.95~~ $30.96



F9F Panther/Cougar in Action (SC)
The US Navy's most successful early carrier-borne jet fighter played a leading role as a fighter bomber during the Korean War, and its later development, the transonic swept-wing F9F Cougar is detailed, as well. 117 photos, 48 detail drawings, 13 color profiles; 50 pages.
SS1051 ~~$11.95~~ $10.46

Squadron Signal Publications

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Grumman F9F-8 Cougar
1950s US Navy swept-wing fighter kit featuring injection-molded airframe with recessed panel detail; resin cockpit tub, ejection seat, wheel wells and details; white metal landing gear struts and details; photo-etch instrument panel, belts, speed brakes and details plus vacuform canopies (x2) and intake trunking. Decals for 3 USN aircraft: VF-13, VF-61 and the Blue Angels.
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Grumman F9F-8 Cougar

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SAMI's reviews section has evolved into a well-respected encyclopaedia of kit-building. While space precludes covering every kit received with a full review, we do aim to give a representative cross-section of the entire hobby, including samples of the numerous reboxings and reissues that make up such a large part of the market.

We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

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Reviews

Fairey F.17 Campania

KARAYA 1/72

BY **DAVE HOOPER**

TECHNICAL DATA

Scale: 1/72	Kit No: 72007
Price: £31.00	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 80, Etched 30	
Manufacturer: Karaya	
Sample provided by A2Zee Models www.a2zeemodels.com email: a2zeemodels@aol.com	

The Fairey Campania was the world's first purpose-built carrier-borne aircraft. As such, this new resin tooling from the fledgling manufacturer Karaya is a welcome addition to a growing range of WWI seaplanes available in 1/72 scale. The kit contains a myriad of finely moulded resin parts, of a type and quality that easily matches products made by more established Eastern European manufacturers such as Ardpol and Choroszy. Also included is a nice little photo-etched sheet for small details such as the control panel, throttle and control horns. The instructions are clear, easy to follow and well researched. I found the two-view drawings of the engine a particularly nice touch.

Construction

Work begins with the Rolls-Royce Eagle VIII, which may be considered by some to be perhaps a little over-detailed, considering that less than 20% is visible once installed in the cowling. Some of the engine parts can therefore be treated as optional extras. In contrast, the cockpit is very open and any extra time spent enhancing the highly detailed interior will be time well spent. In my sample the two fuselage halves were quite badly warped, but I had no problems coaxing them together and the fit was excellent. Two sizes of cabane strut are provided for front and back struts; the shorter ones were a little too short and replacements for all four struts were manufactured from plastic strut shaped rods. Meanwhile the interplane struts needed to be cut to size prior to fitting, as is often the case in kits of this type.

The main float section was constructed by trial and error, and this for me was the trickiest and messiest part of the build. My sample contained two port side exhausts forcing alteration to one of them so that it fitted neatly to the starboard side of the engine. Beaching gear is provided, although the wheels are a strange brew of resin rims and photo-etched sides. I was initially a little sceptical of how this would look when constructed but was pleasantly surprised with the outcome.

Colour options

Decals for two aircraft are included, No 1004 (F.20) and No 2363 (F.183). Both machines were finished in PC10 overall with doped fabric undersides and bare metal cowlings. The painting guide suggests that there was a metal panel each side of the gunner's section, but I could find no photographic evidence to suggest that this was the case, although admittedly my reference sources were limited for this project.

The decals are well printed, very easy to use and they look stunning when applied to the model, but I am not convinced that the rudder stripes are in the correct order.

Conclusion

This was the first Karaya kit that I had constructed and I was mightily impressed. It is easily as good as anything Karaya's Eastern European contemparies can produce and I was more than pleased with the finished result, which sits nicely in the company of my Aeroclub Short 184. I look forward to future releases from this manufacturer with great anticipation.

Sincere thanks to A2Zee models for my review sample.

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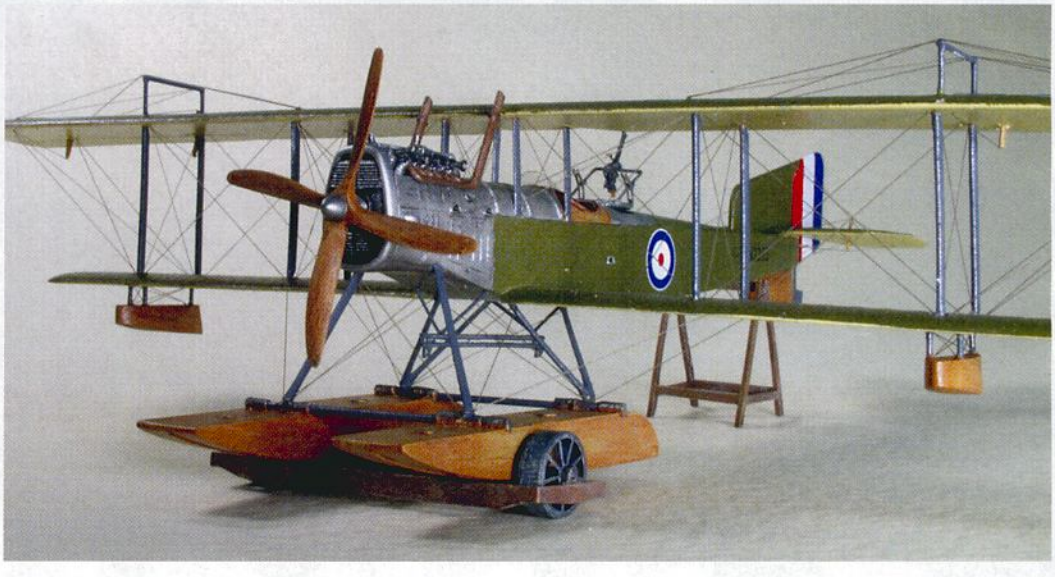
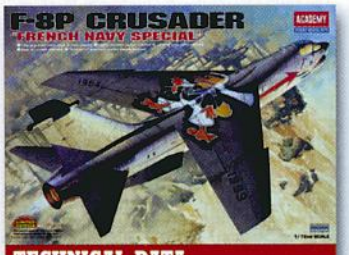


F-8P Crusader

ACADEMY 1/72

BY TOM MURPHY

Here we have the latest version of the Academy Crusader, this one a French Navy special. What's been said previously about this kit doesn't need repeating; suffice to say that it features crisp detail, a fantastic decal sheet and is a truly beautiful kit.



TECHNICAL DATA

Scale: 1/72	Kit No: 12407
Panel Lines: Recessed	Price: £14.99
Status: Revised Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 86, Clear 9	
Decal Options: 4	
Manufacturer: Academy	UK Importer: Toyway

Construction

The cockpit features a four-part ejection seat that goes into a nicely detailed cockpit tub along with an instrument panel for which you get a choice of paint or decals, and a control column. This all goes into one half of the fuselage, which also sidewall detail. I painted everything within in the usual greys and blacks. Next comes the air intake trunking which, if you do it right, will show no seams. You then add the nosewheel well, followed by the airbrake bay and main undercarriage well, all of which are very detailed. The main wing comes in upper and lower halves, main spine and drooping leading-edges. I glued everything flush, as my Crusader was going to be modelled 'clean'. Similarly it was to be unarmed, so the supplied weapons went into the spares box. French Crusaders had a new tail warning radar receiver, so you have to cut away the US Navy version moulded on the kit before you can fit the two replacement parts.

Colour Options

Four, all from the last active Crusader unit, Flotille 12F at Landivisau.

- 1. No 11 in an anniversary scheme worn at the end of the Crusader's squadron service in 1999 in silver overall with a cartoon duck covering the centre-section along the spine. This also had a red arrow on both sides of the fuselage and the dates *1964* and *1999* in blue on top of its wings.
- 2. No 8, an all-grey bird from 1981. This was my choice.
- 3. No 35 in French Navy Blue, painted to commemorate the last cruise in 1999.
- 4. No 3, again in French Navy Blue, but painted in a special scheme to commemorate the 50th Anniversary of the D-Day landings and featuring invasion stripes.

The decals are by Cartograf and are first class. The duck motive seemed a bit thick at first, but it went down quite well with no need for the decal softeners.

Conclusion

Academy can be proud of what they've done with the Crusader, and from what I'm hearing of the Helldiver I can't wait to get my sticky mitts on that one. Take a bow Academy. Fantastic stuff!

SAMI

Henschel Hs 123A-1

ITALERI 1/48

BY JOE SHEPPERD

The kit comes in a top-opening box with colour artwork and consists of three light grey sprues moulded with raised detail and a clear sprue with the windscreen. The smaller parts have heavy mould lines. There is a 10-page instruction sheet with exploded assembly drawings, four three-view paint schemes and Model Master paint references.

TECHNICAL DATA

Scale: 1/48	Kit No: 4500
Price: £13.99	Panel Lines: Recessed
Status: Reissue	
Type: Injection Moulded Plastic	
Parts: Plastic 54, Clear 1	Decal Options: 3
Manufacturer: Revell	

Construction

This began with the cockpit, consisting of sidewalls with moulded consoles, pilot's aft bulkhead, floor with rudder pedals, instrument panel with a decal, control column and seat, which assemble to form a cockpit tub. Trial-fitting of the cockpit showed that the insides of the fuselage halves required some scraping to fit around the instrument panel and also revealed that the locating pins were not in alignment and had to be trimmed off. Engine build followed, consisting of a cylinder row and crankcase with pushrods. The cowling is split into front and rear sections at the mid-point of the rocker bulges, and requires filling and sanding. The lower wing consists of a one-piece bottom panel and two upper panels. These were joined, cleaned up and married up to the fuselage, along with the one-piece horizontal stabilisers. The landing gear was assembled and attached to the lower wing, all of these the joints requiring filling. The upper wing was built up for separate finishing. Offering up the upper wing revealed a large gap between it and the centre struts, so the mounting bosses on the lower wing were removed, the interplane struts shortened by 1/8 inch and sheet plastic packers added to the attachment points on the upper centre wing. The four centre rigging wires were made from 34-gauge steel wire, inserted into holes drilled into the centre fuselage panel and secured to the tops of the centre struts. The engine assembly was attached after some reworking of the mount to align the cowl gun ports with the fuselage guns, and a stretched sprue antenna wire completed the model.

Colour Options

The decal sheet, printed by Zanchetti Buccinasco, has markings for five Luftwaffe aircraft in France, Russia and the Balkans. The aircraft from 5/Sch G1 from Russia 1941 was chosen, the paint scheme being *Schwarzgrün* (RLM 70) uppersurfaces and *Hellblau* (RLM 65) undersurfaces with *Gelb* (RLM 04) panels on the upper wingtips. The decals took some time to release but positioned easily over a coat of Future/Klear. Swastikas, which are not included, were added from an Eagle Strike sheet.

Conclusion

This would be a good first biplane build, as the limited number of struts and wires make it fairly easy to deal with the assembly problems often associated with biplane kits. Some careful preparation results in a very pleasing model.

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NA T-6 Harvard/Texan

REVELL 1/72

BY **PAUL JANICKI**

TECHNICAL DATA	
Scale: 1/72	Kit No: 04639
Price: £3.99	Panel Lines: Raised
Status: Reissue	Decal Options: 3
Type: Injection Moulded Plastic	
Parts: Plastic 38, Clear 3	
Manufacturer: Revell	

The only really new thing about this kit is the package and decal sheet. Basically, it is the Heller tooling, (still in yellow plastic!) and surprisingly not showing signs of its age. What is also interesting is that Airfix re-released the same tooling a few months ago, albeit with different decals. All surface detailing is raised with quite good interior furnishings. The fabric covering representation on rudder and elevators is well depicted. The P&W Wasp Jnr. engine detail is also good with the exception of the 'push rods' part that is oversize, looking like a rimless cartwheel! The optional weapons fit is still there, too.

Construction

As far as accuracy goes, the kit has all the right shapes in all the right places for the venerable T-6/Harvard /SNJ. But the one most visible error in the version depicted and reflected in the box art is the rearmost part of the canopy. The artwork correctly shows the slightly extended portion with the curved base, applicable to Canadian (CCF/Noorduyn) built Mk IVs. However, the kit canopy more correctly fits the US-remanufactured T-6G model. For the decal options included in the kit the transparency is inappropriate *(a number of disappointed readers have written pointing this out. Ed.)* and really needs to be replaced. Aeroclub produce the correct one, and whilst some slight surgery will be required, it will make the model more accurate in this area. For the purpose of this review I used the canopy as supplied.

Colour Options

All bar one of the options available in this kit are painted yellow. The first two are of the West German Air Force, one coded BF+077/5 of FTS 1 at Kaufbeuren, 1960, with a Brunswick Green cowl with black/white checks, and the second is AA+615 of a school at Landsberg in 1958. The next two represent (more accurately with the canopy question in mind) LT-6Gs of the Austrian Air Force: 4CTH of FISCHKp 2 at Linz, 1960 and 4CTA of the same unit. The final option is in natural metal, 49-3579 of the 6147th TCS (Airborne) during the Korean War. These particular Texans acquired the name 'Mosquito' in this theatre.

Conclusion

The Harvard is a subject that holds fond memories for me, as the original Airfix kit of the '60s era was the very first model I made. This kit is still worthy of building and can easily be recommended. It has no hidden vices and is an example of one of the better kits of the 1970s.

SAMI

A-1E/AD-5 Skyraider

REVELL 1/72

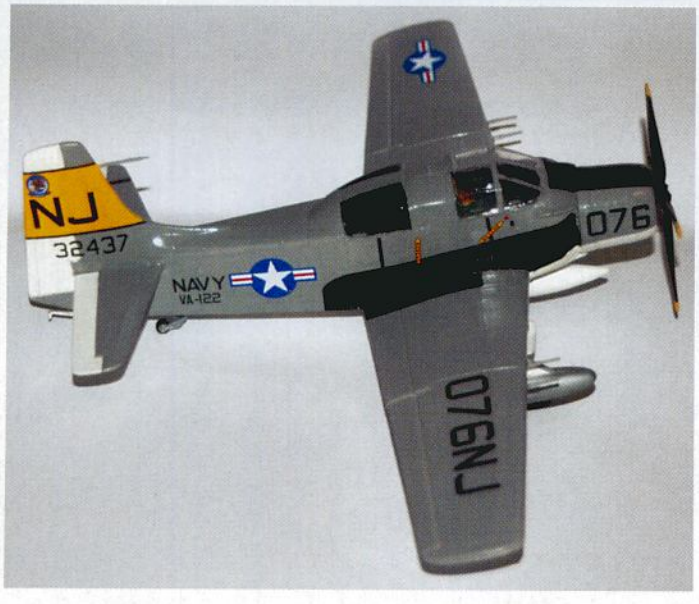
BY **GARY JARMAN**

TECHNICAL DATA	
Scale: 1/72	Kit No: 04398
Price: £4.99	Panel Lines: Raised
Status: Reissue	Decal Options: 3
Type: Injection Moulded Plastic	
Parts: Plastic 31, Clear 1	
Manufacturer: Revell	

The kit comes in the standard Revell box that opens at the sides and contains a comprehensive decal sheet, the kit parts and nine pages of plans/instructions. The kit parts are crisply moulded and there is very little flash. Panel lines and rivets are represented as fine raised lines.

Construction

Construction of this kit is really straightforward. Parts fit nicely and cleanly. These days it seems to be becoming the norm in reviews to say that little filing and filling was required, and in this case that is very definitely true. The most serious bit of filing I had to do with this kit was to file the 'Monogram 1967' trade mark off one of the tailplanes.



Cockpit detail is very sparse, basically a bulkhead, seat and a decal for the instrument panel. As the canopy is large and clear, this absence of detail is noticeable. Speaking of the canopy, the only problem I had with the construction of the kit was attaching it to the fuselage. The fit was just not quite right, and here was the only area where I needed filler.

Colour Options

Three: a three-toned camouflage scheme, one in overall dark blue, and a light grey, black and white combination. Painting instructions are clear and easy to read. The decals are good quality and go on easily without requiring the use of any additives or preservatives, but they are a little thin, and the base colours show through in places.

Conclusion

Detail is good and this is a very pleasant kit to build. Good quality all round and very good value for money.

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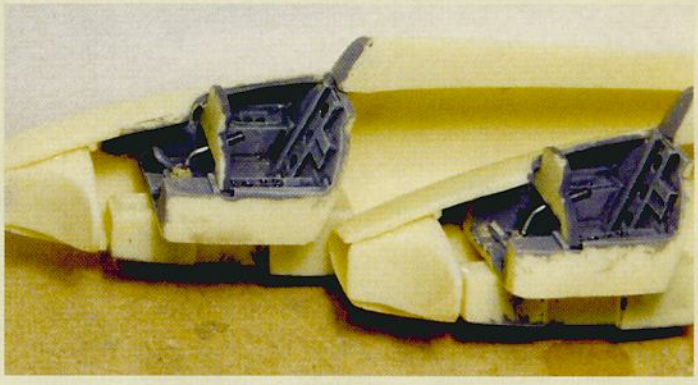
Boulton Paul P.111/111A and P.120

PRO-RESIN 1/72

BY TIM LARGE

TECHNICAL DATA	
Scale: 1/72	Kit No: 72026
Price: TBA	Panel Lines: Recessed
Status: New Tooling	Type: Resin
Parts: Resin 35, Vacform Clear 1	
Manufacturer: Pro-Resin	Decal Options: 1
UK Importer: Hannants	

Two airframes, VT 935 (P.111) and VT 951 (P.120) were contracted by the British Government in 1946 to research delta wing aerodynamics. However, it was not until 6 October 1950 that the P.111 took to the air. After some modifications to the wing it became the P.111A, reaching a speed of 622 mph during 1953. The second airframe was essentially similar but for the addition of an all-flying tailplane atop a broader-chord fin. Known as the P.120, it took to the air on the 6 August 1952, ending its short life later that month when it crashed following the onset of elevon flutter after reaching 518 mph during a high-speed run over the South Coast. Test pilot 'Ben' Gunn ejected while the tumbling P.120 was inverted and at very low level, and narrowly escaped with his life. Both kits share a large number of common parts, the only differences being the fuselage, wings and tail. All external surfaces have recessed panel lines, with the cockpit and undercarriage bays being cast with raised detail to a very good standard. Only one vacform canopy is provided per kit, so you have to be extra careful here.



Construction

Construction starts with the three-part cockpit — tub, seat and instrument panel, and these three parts are nicely cast and detailed. The undercarriage is next and again is a very accomplished piece of resin production, with the main wheel bays cast into the wings. The only real problem — which I encountered on both kits — was with the placement of the cockpit coaming. If installed as intended the canopy will not fit, but some adjustment of the coaming's placement solved this issue. The rest of the construction presented no problems.

Colour Options

The P.111 comes in two versions: as flown from October 1950 in a natural

F-16A Fighting Falcon

ITALERI 1/48

BY MARK O'REGAN

TECHNICAL DATA	
Scale: 1/48	Kit No: 2654
Price: TBC	Panel Lines: Recessed
Status: Reissue	Decal Options: 4
Type: Injection Moulded Plastic	
Parts: Plastic 106, Clear 3	Manufacturer: Italeri
UK Importer: The Hobby Company	

This kit comes in Italeri's usual style lid-and-tray box, containing four large grey softish plastic sprues.

Construction

Assembly starts with the ejection seat, which has some very nice detail and benefits from careful painting and the addition of harnesses. The instrument panel is a very good likeness of that in an F-16A, and again is enhanced by careful painting. Alas, after test-fitting the seat into the cockpit tub it became apparent that it wouldn't fit. There is a block on the inner right hand surface that needs to be removed, and after this the seat's bottom has to be cut at an angle so as to sit less upright. A nice feature of this kit is the upper and lower fuselage halves, which have wings and tailplanes moulded integrally at the correct angles. I removed the moulded-on static discharge wicks from the wing trailing-edges for later re-attachment, as these would inevitably be knocked-off during construction. The air intake was a terrible fit, needing lots of filler, careful alignment and a sliver of plasticard inserted between the main wheel well centre plate, as there was a distinct gap. The nosecone-to-fuselage join was also very poor and needed some 20-thou plasticard infill to reduce a prominent step. The last stages consist of adding missiles, fuel tanks and pylons. The missiles needed some drastic reshaping due to mould slip and had very prominent seam lines.

Colour Options

Six:

- 1. Koninklijke Luchtmacht, 323 Squadron, 50th Anniversary, May 2000.
- 2. Fuerza Aerea Venezolana, Grupo Aereo de Caza 16 El Libertador AB, Maracay, Palo Negro, 2005.
- 3. Aeronautica Militare Italiana, 23 Gruppo, 5 Stormo, Corvia, 2005.
- 4. Aeronautica Millitare Italiana,18 Gruppo, 37 Stormo, Trapani, 2005.
- 5. USAF, Texas ANG, 111th FIS, 147th FIG.
- 6. Belgische Lucketmacht/Force Aerienne Belge, 1ere Escadrille/1ste, Smaldeel-Florennes, 2004.

I chose option 1 and used Humbrol 125 Gunship Gray and 140 Gull Gray for the uppersurfaces with 127 US Light Ghost Gray below, and 106 Ocean Grey for the nosecone, as these all appeared to be very good matches for the FS numbers quoted.

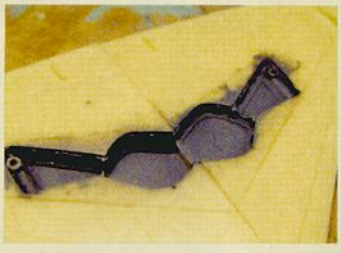
The decals were absolutely spot-on in colour and register and settled very well over the recessed panel lines. My only gripe was that the tail decals for this version didn't wrap around the leading- and trailing-edges of the fin, so I had to mix colours to match. There was some silvering on the code numbers on the rear fuselage, but that was down to my not applying enough gloss.

Conclusion

This kit is a mixed bag. Some of the fit problems were a pain, but compensated by the superb decals. I can recommend it to a novice, but would urge care due to the large gaps and fit problems.

SAMI

metal finish, and as the P.111A from 1953 in overall yellow, as currently preserved in the Midland Air Museum at Coventry Airport. The P.120 is shown as overall black, but my photo references show it also in a natural metal finish, and as it only operated for three weeks before crashing I have no idea when it got the gloss black finish *(I believe it was painted black/yellow in anticipation of its planned appearance at the 1952 Farnborough Air Show, which opened a few days after it had been destroyed. Ed.)*. Disappointingly the metal finish and relevant decals were not provided for. This aside, the decals are very nicely printed and



stencilling is included. They adhered to the surface without any problems at all, using a dab of Micro Sol just to help them on their way. I would go as far to say they were some of the nicest decals I have ever come across from Eastern Europe and a big improvement on Pro-Resin decals I've encountered before.

Conclusion

Once again Pro-Resin have come up with two unusual and interesting resin kits. A spare vacform canopy would have been nice, and I am a little confused about those markings for the black P.120, but this aside the profusion of British prototypes in recent months is to be welcomed.

What with Airfix's TSR.2 and Freight Dog's SR.177 and now Pro-Resin getting in on the act it can only be a matter of time before we get the Airfix SR.53 back in the model shops (please note, Hornby).

SAMI

F-14D Tomcat

REVELL 1/144

BY ANGUS MCDONALD

TECHNICAL DATA

Scale: 1/144	Kit No: 4592
Price: £7.99	Panel Lines: Recessed
Status: Revised Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 54, Clear 1 (x 2)	
Decal Options: 2	Manufacturer: Dragon
UK Importer: The Hobby Company	

Any kit will be a compromise between accuracy, engineering mechanics, and cost, particularly in 1/144 scale. So what has Revell done with its F-14D? Many of the smaller parts (e.g. pitot tubes) are abandoned. Other parts are simplified, but still give a good representation of the real article. Moving surfaces, such as rudder, stabilisers, flaps and ailerons, are integrally moulded, with larger structures like the fin, upper fuselage and wings. Undercarriage doors are thick, surprising given that the missile fins are commendably thin.

Parts are crisply moulded, free of flash, with finely engraved panel lines. Missiles — a downfall of a number of kits — are delicately engineered. Wings and fins are pleasantly thin, with almost razor sharp trailing-edges. Distressingly, the intakes have heavily over scale lips.

Construction

For the most part the kit exhibited the excellence of fit we have come to associate with the new breed of kits from Revell. The rear fuselage is split horizontally, with the wings being sandwiched between them. Other bits tack on to this — a forward fuselage section split vertically, intakes, fins, missile launch rails, and others. The design of the intakes leaves a long internal seam which is difficult to remove or hide, and a great deal of scraping is required to thin down the floatation bags to enable the wings (they move — I love it!) to sweep fully back. I found a slight step where the forward fuselage section joins the wings/rear fuselage assembly, and where the large intakes butt onto the lower fuselage half. This step would be barely perceptible in 1/72 scale.

Colour Options

The comprehensive decal sheet is up to Revell's usual high standard. Thoughtfully, it includes items for tricky areas of the kit such as tips of the fins and wings, missiles and areas around the exhausts. They almost but do not quite entirely fit, so some touching up will be required. For the eagle-eyed I got the black walkway decals on the top of the intakes the wrong way round. Oh, the humiliating shame of it!

Conclusion

A beautifully engineered kit. Apart from my nit-picks above, the fit is quite excellent. Not really one for the out-and-out beginner as I feel some of the small parts, and particularly the small decals, will defeat them.

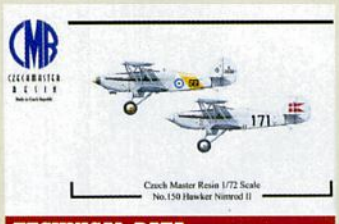
SAMI

Hawker Nimrod II

CMR 1/72

BY NEIL PINCHBECK

Three cheers for a Czech Master Resin kit in a box and no damaged parts! Thanks, CMR, much appreciated. The contents of the box are not a rehash of their Nimrod I, but a completely new kit featuring lots of lovely detail, and covering all of the distinguishing features of the Mk II, not just the wings. A very generous package covers the Danish export version as well as the Fleet Air Arm machine, and this means you get two fuselages and tailplanes with four undercarriage options including spatted wheels and skis. The instructions are CMR's usual clear exploded views, and in addition to decal and colour scheme drawings there are 24 vintage reference photographs. My only gripe is that they all show the Danish version!



TECHNICAL DATA	
Scale: 1/72	Kit No: 150
Price: £24.99	Panel Lines: Recessed
Status: Revised Tooling	Type: Resin
Parts: Resin 57, Vacform Clear 2	
Decal Options: 6	Manufacturer: CMR
UK Importer: Hannants	

Construction

Follow the instructions and provided you are happy with superglue, all will be well. The only difficult bit is the seating of the upper wing. The cabane and interplane struts are very delicate and it would be good practice to use the scale views to build a full jig here. A slow-curing superglue or five-minute epoxy is also a good idea to allow for some adjustment.

Bell YP-59A Airacomet

SPECIAL HOBBY 1/72

BY PAUL STOCKLEY

A logical extension of the basic P-59A/B moulds from Special Hobby, this kit represents the pre-production version, one example of which was shipped to England in 1943 for evaluation at RAE Farnborough. The grey sprues offer good mouldings with minimal flash, and engraved detail.

TECHNICAL DATA	
Scale: 1/72nd	Kit No: SH72084
Price: £13.85	Production: Limited
Panel Lines: Recessed √	Status: Modified Tooling
Type: Limited-run Injection Moulded Plastic & Etched Brass	
Parts: Plastic 66, Etched 3, Clear 2	
Decal Options: 3	
Manufacturer: Special Hobby	

Construction

Enough detail is provided for the cockpit to avoid any impression of emptiness, but there is ample scope for improvement to taste. Some trimming of the cockpit parts was required to allow the fuselage halves to close. No location guide is provided for positioning of the nosewheel bay roof, so trial and error was required. The centre-section, including intakes and wingroots, is a multi-part assembly, which proved tricky to assemble. I suggest using tube cement for slower drying time and constantly check and recheck alignment. The end result required a lot of filler to blend everything together smoothly, but was worth the effort. Two canopy options are provided, bulged or flat, according to the version selected. Neither fits well. The main problem is at the rear, which is pinched and hence too narrow, and too deep. The latter is easily solved by a little trimming, but the former is practically impossible without breaking the injection-moulded part. One option might have been to position the canopy open, but the plastic is too thick for that, so it's either find or mould a vacform alternative or — as I did — accept something that mars the entire look. The undercarriage location holes need to be drilled out for best fit, and you need to scratchbuild gun barrels and the fin-mounted pitot tube.

Colour Options

Three: the previously mentioned RAF evaluation aircraft in Ocean Grey/Dark Green camouflage over yellow undersides; a US Army machine in Olive Drab over Neutral Gray in 1943; and one tested by the US Navy in 1944 in a Sea Blue/Intermediate Blue over white scheme. Decals are excellent, the only fault being that the red in the RAF markings is too bright and the fuselage roundels and prototype 'P' are too big.

Conclusion

My impression on opening the box was very favourable, but construction was more difficult than initially imagined. That said, this is a limited-run kit and as such cannot be expected to be perfect. With a little patience and a lot of filler a smooth and pleasing airframe results. All told, it's still the best way to get an RAF Airacomet in your collection, and as such is recommended to all who can either overcome or live with that canopy problem.

SAMI

Colour Options

Like the reference photos, the decal sheet majors on the Danish options. Consecutive serial numbers allow the building of nine or ten different aircraft, which appeared in both silver dope and camouflage variations. The two Fleet Air Arm aircraft covered are K3656/561 of 802 NAS with yellow carrier band for HMS *Glorious*, and K4620/136 embarked aboard HMS *Furious*. I chose the latter, since I built the Mk I as a *Glorious* machine and you have to paint the yellow band yourself, whereas the red of *Furious* is provided on the sheet. Those red diamonds look really smart!

Conclusion

CMR's Buccaneers have eclipsed much else this year, but for me at least, this one is just as good. This generous package has left me with a fuselage, tailplane and lots of minor parts for the spares box. Perhaps CMR might consider following in the footsteps of Eduard and produce a double kit or even maybe a supplementary pack so we can use all this lovely resin to produce both the FAA and Danish Nimrods?

SAMI

Supermarine Attacker

CLASSIC AIR 1/48

BY RICHARD K PARKHURST

TECHNICAL DATA	
Scale: 1/48	Kit No: 4102
Price: £32.99	Panel Lines: Recessed
Status: New tooling	Decal Options: 3
Type: Injection Moulded Plastic	
Parts: Plastic 38, Resin 19, Clear 1, Etched 13	
Manufacturer: Classic Airframes	
UK Importer: Hannants	

The kit is presented in a conventional box containing four sprues of low-pressure injection-moulded components, 18 resin parts and one etched sheet. The instructions are fairly simple, so care is required in following the build sequence to avoid getting into serious trouble if, like me, you sometimes build out of the recommended order. The instructions emphasise the need to test fit all the components at every stage of the build, and, as I discovered, this is very good advice to be heeded.

Construction

Being a limited-run kit none of the parts is identified by number on the sprues, so reference to the key on the instructions is required. The injection-moulded parts are in fairly soft plastic and require care in removing their bulky sprue gates and some minor flash. The cockpit fitted very well. The front section of the fuselage was completed with lots of test-fitting and then I started the rear section. The resin tailpipe and tailwheel well were good fits, but the tailplanes needed some surgery to get them to fit correctly, and I reduced the length of their locating lugs to avoid having to carve out part of the resin tailpipe. A test of the rear fuselage halves' joint showed one was slightly larger in diameter than the other, which resulted in a ridge along the top. The rear fuselage halves were fitted around the previously completed front section — if the rear section is completed first the front will not fit into it, hence the need to adhere to the prescribed sequence. The wings were next, and test-fitting the undercarriage legs before the wings halves are joined is advised as further surgery is required to get them to fit. The wing-to-fuselage joint is very good on top, but leaves a big gap underneath. Before starting to paint, I found the canopy would not fit over the supplied ejection seat. Attempts to reduce the height of the seat failed to solve the problem and so I had to cut the one-piece canopy with a razor saw and display it in the open position. I left fitting all the undercarriage parts and other dangly bits until after painting had been completed.

Colour options

Three: two Fleet Air Arm aircraft of 800 and 1831 (RNVR) squadrons in the standard Extra Dark Sea Grey over Sky finish, and a Royal Pakistan Air Force machine in overall aluminium. I chose the 800 NAS aircraft, but masked and painted the red nose flash of a later FB.2 variant to add a little colour. I used a matt pale grey acrylic as a primer, cleaned up a few blemishes and then started the main paint finish for which I used Xtracolor paints. The gloss finish of the Xtracolor was excellent and needed no need further varnishing before the superb, very thin decals produced by Microscale went on with almost no problems. I finished with Humbrol Satin Cote and then added the undercarriage parts. I replaced the etched aerials and pitot with tube and wire as I think two-dimensional etched items just look completely wrong when trying to represent tubing. I also replaced the oversized etched fuel dump pipe with a piece of small aerofoil strut.

Conclusion

If you want an Attacker in your collection, this is a good option. The kit makes up into a really nice model, but requires a fair degree of effort and as such is not one for the beginner. Test-fitting *everything* is a must before gluing, but the end result is worthwhile.

SAMI

Hughes H-1 Racing Plane 'Long Wing Version'

PLANET 1/48

BY GEORGE COOTE

A kit of the aesthetically pleasing 1937 Howard Hughes H-1B racer is a very welcome addition to anyone interested in the history of flight. The 1/48 scale version of the long-wing aircraft makes a nice change from warplanes and can add colour to one's collection.

The Kit

On opening the box some beautifully produced cream resin meets the eye. Also supplied are two crystal-clear vacform canopies and a lovely decal sheet. The wing is cast in one piece with the correct dihedral. One fault that shouts at you straight away is the seat, which would make a 1/72 scale pilot proud, and needs replacing. Some of the smaller parts are so fragile that they also need replacing.

Construction

Building this kit is very simple. The casting blocks are easy to remove and there was no flash and only a few small bubbles in the resin. A replacement seat was easily made from plasticard. Be advised, before painting the instrument panel, that it is too wide and needs to be trimmed and test-fitted. Once completed the cockpit can be inserted from below after the fuselage halves are joined. With the wings in place and things looking good, it was time to fit the engine inside the cowling from the rear, from which some resin had to be trimmed to get the motor into place, and even after trimming the cylinders it was a tight fit. The undercarriage was fitted after I had painted the completed airframe, as was the canopy, with no problems.

Colour Options

This aircraft only carried one scheme. I applied Alclad polished aluminium with the fabric areas of the tail sprayed Revell 99 aluminium. The wings were painted in Revell gloss Ultramarine 51. The decals are excellent, very thin and easy to handle.

Conclusion

I was delighted with this model. If the engine could have been inserted into the cowling from the front, as with the smaller CMR 1/72 kit, the build would have been very simple. Nevertheless, this is still a great model to add to your collection.

SAMI

Supermarine Seafire F.17 and Wingfold Kit

CMR 1/72

BY COLIN PICKETT

CMR's Seafire F.17 presents a finely detailed set of creamy resin parts and two vacformed canopies (one early, one late), and concise black-and-white instructions with four-view painting guides and detail photographs. Purchase of the add-on wingfold kit lends another dimension to this already fine model, and it too comes with clear instructions and detail pictures to help get it just right.

Construction

Construction starts with the finely detailed cockpit. I added Reheat etched brass harnesses to the excellent CMR seat, but otherwise the cockpit is from the box, with the anthracite grey painted components receiving a black wash and light grey dry-brush to bring them to life. Once complete, the cockpit was installed in the fuselage, which then went together without fuss, the stubby folded wing section being slotted into place before a small amount of filler was used to fill the join lines. The kit requires a small amount of scratchbuilding with plastic rod for the headrest support and tailwheel protector, details of which are called out in the instructions with the dimensions given to make it a simple task. I left these parts off until the last minute so I didn't lose them, and then also added a fuse wire whip aerial and brake lines. To ease painting, the folded outer wing panels were left off until the fuselage was complete, decaled and weathered. They were then installed by putting a small drop of superglue on the hinges and strengthening this with scratchbuilt braces of 0.4 mm diameter red-painted plastic rod. I had pre-drilled locating holes to add extra strength to the assembly as the braces really do help support the wings.

Colour Options

You get three options. I chose an aircraft from 767 NAS at RNAS Yeovilton in 1950 in standard Dark Sea Grey/Sky with a red spinner. The decals went on easily, but care is needed as the backing film is a little thin and fragile. They settled well, with a coat of Johnson's Klear sealing them in.

Conclusion

This was an excellent, enjoyable kit to make, with the 'factory' conversion of the wing-fold kit adding extra challenges, detail and interest. With time at a premium this add-on kit gives the average modeller the chance to produce a 'stored' Seafire without the need for hours of scratchbuilding, and CMR are to be applauded for that. The level of detail for a 1/72 scale kit is superb and this package thus comes highly recommended.

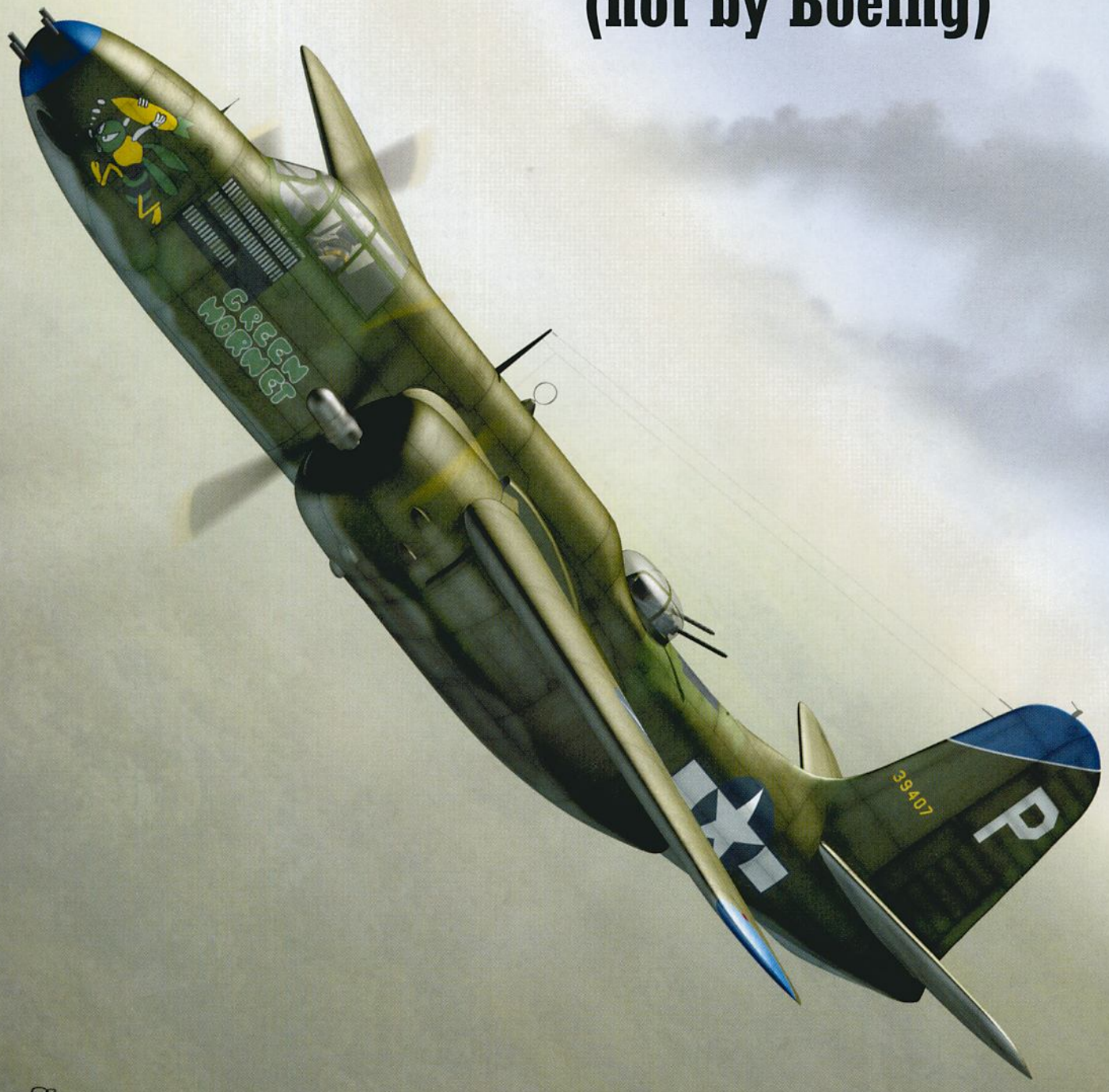
SAMI

BUILD 1/48

BY ALAN ROFFEY

Boston

(not by Boeing)



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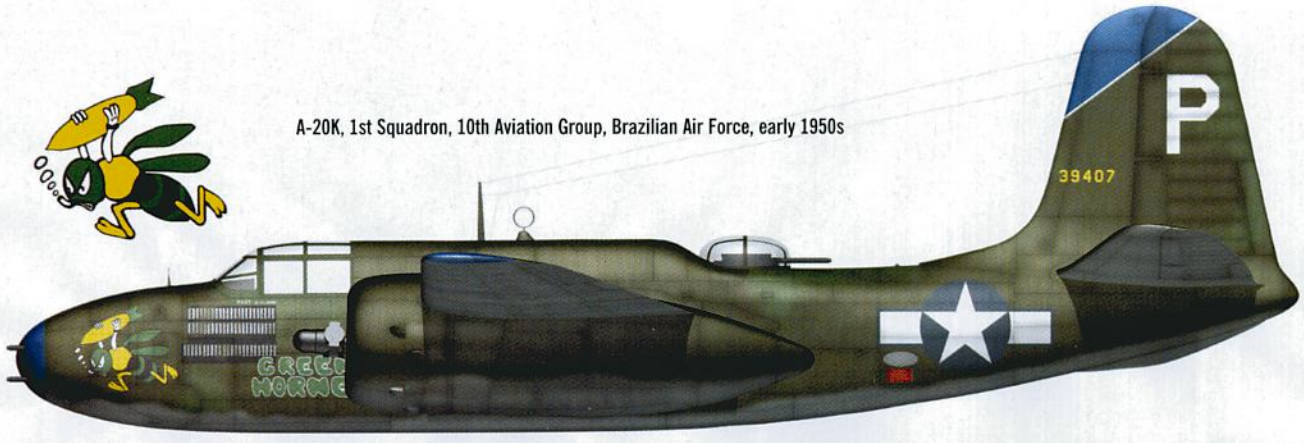
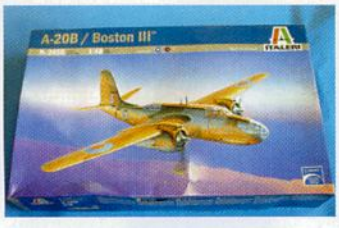


A-20K, 1st Squadron, 10th Aviation Group, Brazilian Air Force, early 1950s

Alan Roffey builds Italeri's recently reissued 1/48 scale kit of Douglas's classic WWII twin bomber with colour profiles by Jerry Boucher and scale plans by Arthur L Bentley

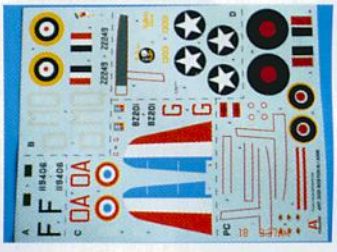


Box art and Boeing licence

Even before I opened the box, I noticed something I had not seen before: a Boeing logo, under which is printed *Officially Licensed Product*. I had recently read in the modelling press about the issue of licensing, and the fear that it may restrict model companies producing certain subjects. Well, it obviously did not in this case, but I wonder how much Italeri had to pay Boeing for the privilege? *(McDonnell Douglas, which had previously absorbed the Douglas Aircraft Company, merged with Boeing in 1997. Ed)*

The artwork on the box is passable, and opening it revealed five grey plastic sprues plus one clear, a comprehensive set of decals for four markings, and a sensibly laid out set of instructions with Model Master paint references. The options offered on the decal sheet are RAF in Tunisia (Dark Earth/Mid Stone/Azure), a French Lorraine Squadron in 1944 (Olive Drab/Neutral Gray with invasion stripes), USAAF 12th Air Force in Algeria, 1943 (Sand/ Olive Drab/Neutral Gray), and 226 Squadron, RAF, 1942 (Dark Earth/Dark Green/Sky).

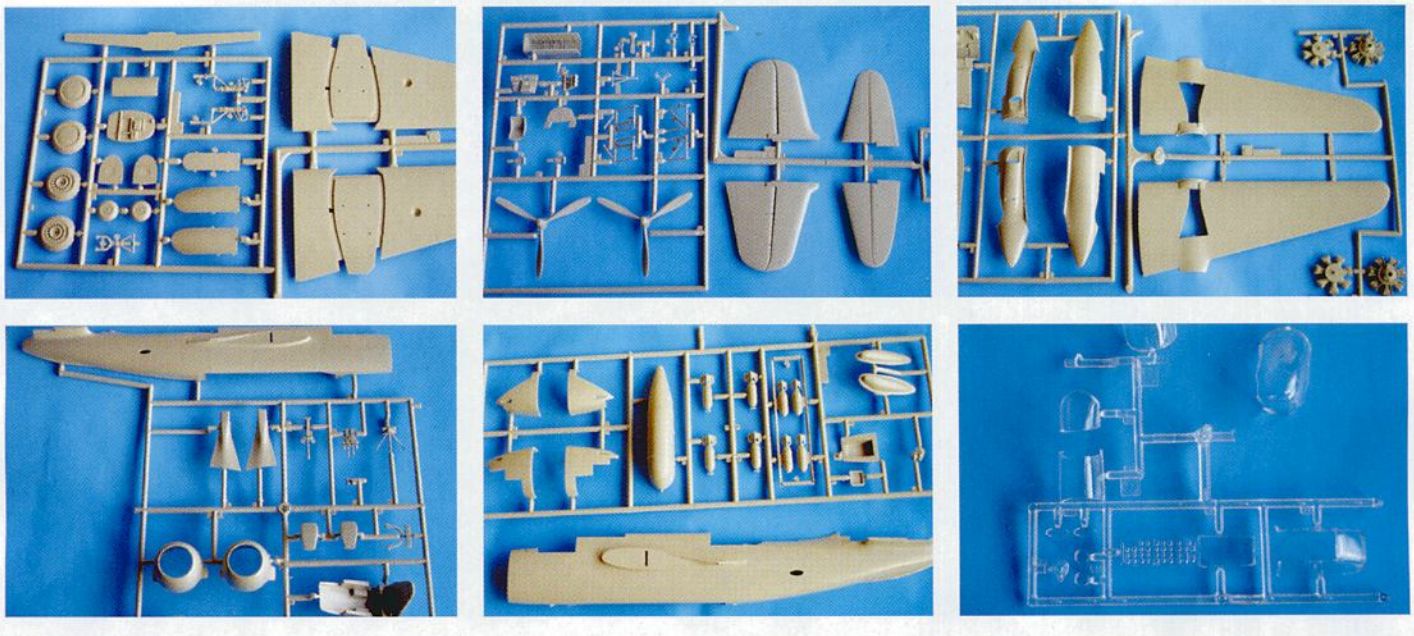
The panel lining is quite restrained, but prominent enough after painting to be picked out. The engine detail is more than good enough for me, especially as the engines are heavily cowled. The cockpit is relatively basic, but adequate under a closed canopy if a seat harness is added. I don't like the vagueness of the canopy framing. It is so ill-defined that it makes masking with tape very difficult. The bomb bay is unacceptably basic, as it has no roof, and for this reason I did not model it open.



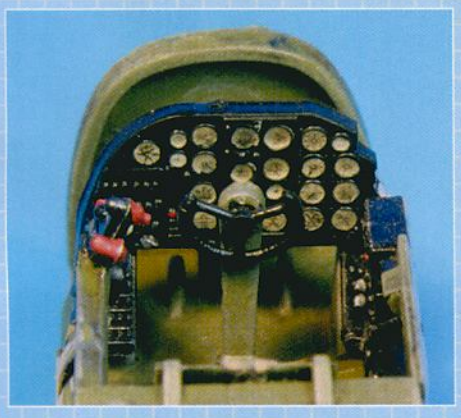
Decal sheet provides two RAF, one USAAF and one Free French Air Force option

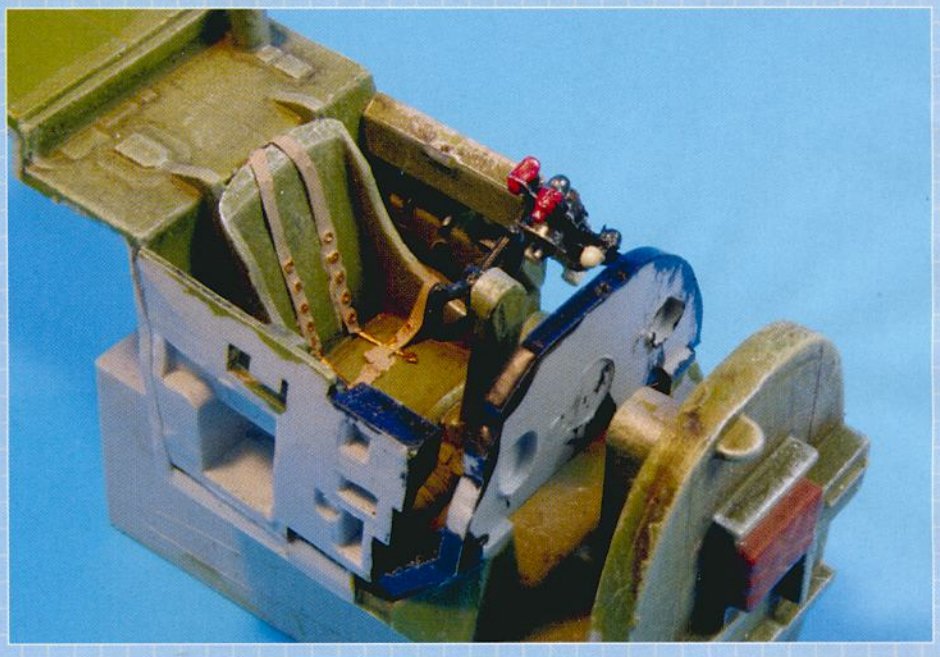
Construction

On starting to put the cockpit together I discovered the starboard side console did not fit properly when the seat was in place, so I had to cut off a small piece of it, but this did not detract from the appearance of the cockpit. The only other alternative would have been to have the pilot's seat perched about 3 mm too high. The location points for the fit between cockpit floor, forward bulkhead and nosewheel bay are very vague. I only got it right at my second attempt, or at least that's what I thought until I test-fitted it to the fuselage, only to discover that I'd mounted the cockpit floor too low. The instructions may be sensibly laid out, but in one or two places they are incorrect in showing you where parts should be located. To make things fit, you need to cut off the vertical location tabs at the front of the fuselage halves.

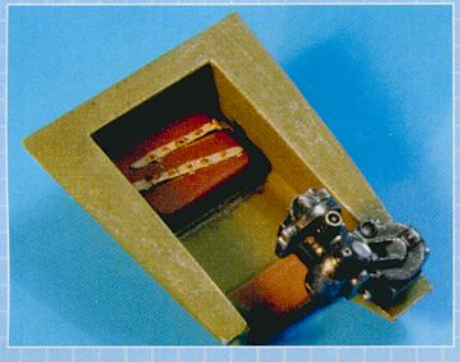


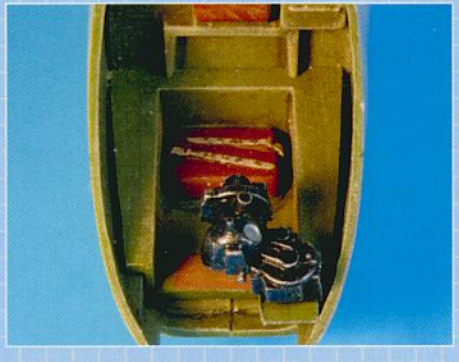
Kit parts. Sprue gates to wing panels are thick, making removal from sprues tricky if damage is to be avoided, and trailing-edges "look like 1/48 scale paving slabs stuck together"

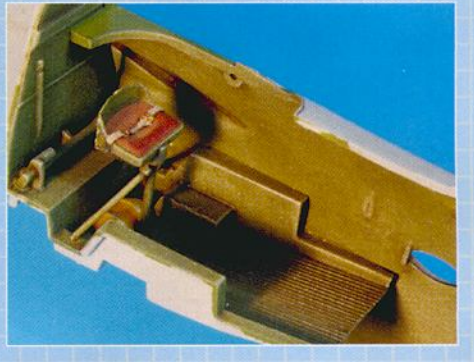




View of completed, if "rather basic" cockpit. Alan prefers to hand-paint rather than airbrush cockpit interiors, even on large scales. The instrument panel was painted Humbrol satin black with the dials in a dirty white, then dry-brushed satin black to bring out embossed detail







Bomb-aimer's and gunner's stations, with Eduard etched brass belts. "The problem was that the instructions gave four different seatbelt variations and I had no idea which would be appropriate for an RAF Boston, so used artistic licence"

At this stage I hand-painted the cockpit areas with two coats of Aeromaster US Interior Green. I never airbrush cockpits, even on large scales. I was about to proceed with cockpit weathering when I realised the Eduard seatbelts I ordered hadn't yet arrived, so I skipped ahead to putting the wings together. Some disappointment here. The sprue attachment points to the wings are rather thick, making it a slightly tricky process getting them off without damage to the leading-edges. Also, the trailing-edges are some of the thickest I've ever seen, particularly between the nacelles and fuselage, where they look like 1/48 scale pavement slabs stuck together! I left them to dry and moved on to the nacelles. No problem with these after sanding down/filling the ejector pin marks on the insides. A quick dry-fit test of the wings showed a good fit.

I then put together the fin, horizontal stabilisers, engines and wheels. The tread on the tyres is ridiculously overdone, but nothing a quick sanding down can't resolve.

I was now scratching around to find anything else I could do whilst waiting for those seatbelts, so I fixed the nacelles to the wings, deciding that I could still paint and weather the undercarriage bays with the nacelles in place. The engines were given a coat of Citadel boltgun metal, with light gloss grey for the reduction gear housings.

Still no seatbelts, but I went back to the cockpit to dirty it up with a wash of lamp black and burnt umber oil paints, and then dry-brushed with Aeromaster RAF Sky, followed by a second dry brush with pewter coloured Rub 'n' Buff to simulate wear of paint down to the metal. The instrument panel was finished in Humbrol satin black with the dials painted a dirty white and then dry-brushed with the satin black to try and bring out their embossed detail.

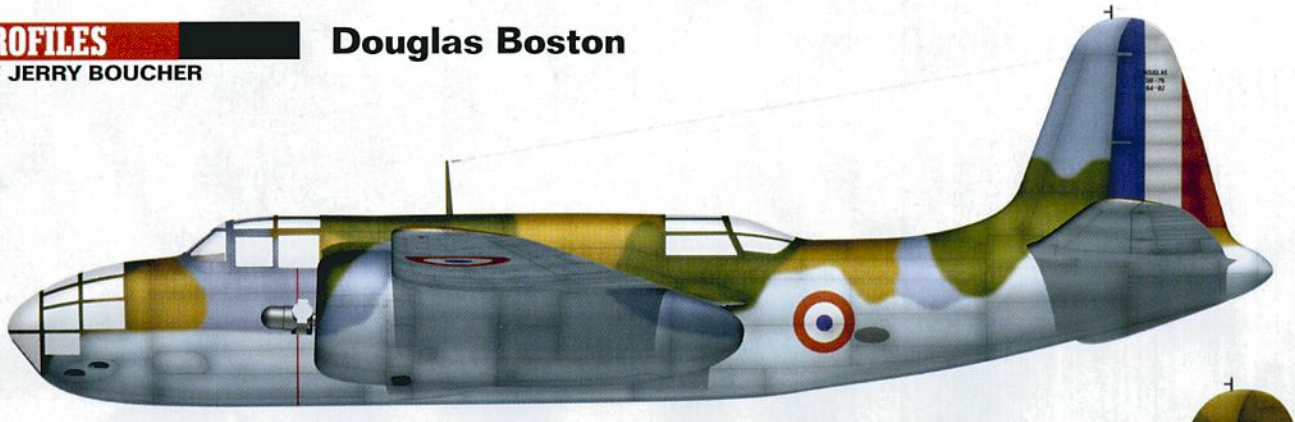
Still no seatbelts, so I placed the engines in their cowlings. Their fit is a bit vague, and care is needed to make sure they are bedded-in squarely. If not, propellers mounted at strange angles will be the result. This is why I dry-fitted the props while manipulating the engines into place.

The fit of cowlings to nacelles is not that brilliant, but easy to tidy up with a little scraping and filling. I was now (at last!) in receipt of the Eduard RAF seatbelts — an old set with the year

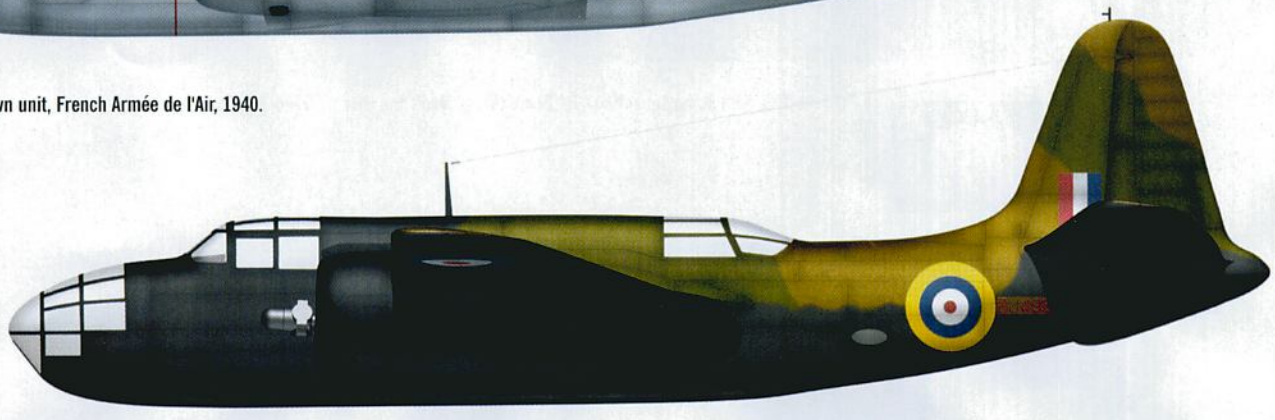
RAF Bostons display two different camouflage schemes

Douglas Boston

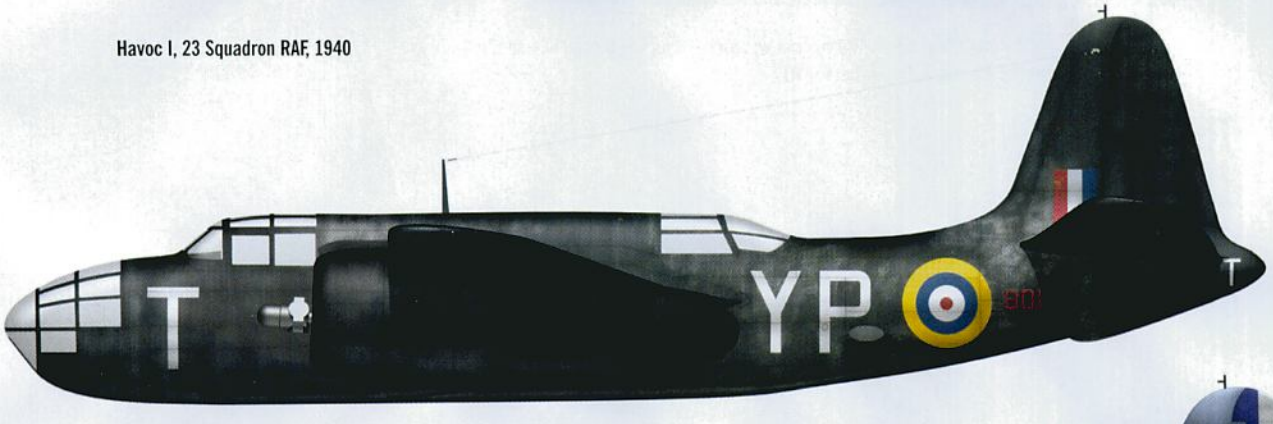
BY JERRY BOUCHER



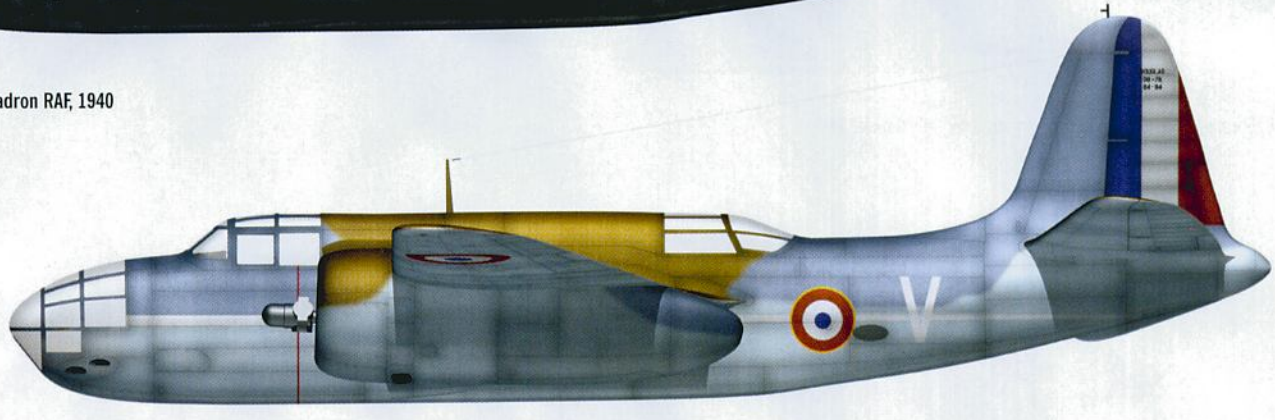
DB-7, unknown unit, French Armée de l'Air, 1940.



Havoc I, 23 Squadron RAF, 1940

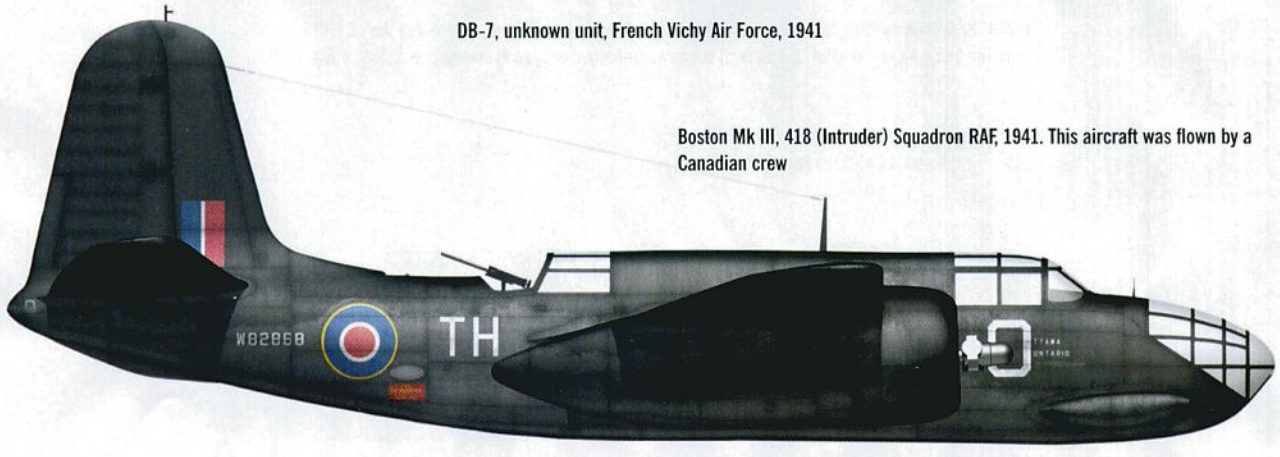


Havoc 1, 23 Squadron RAF, 1940



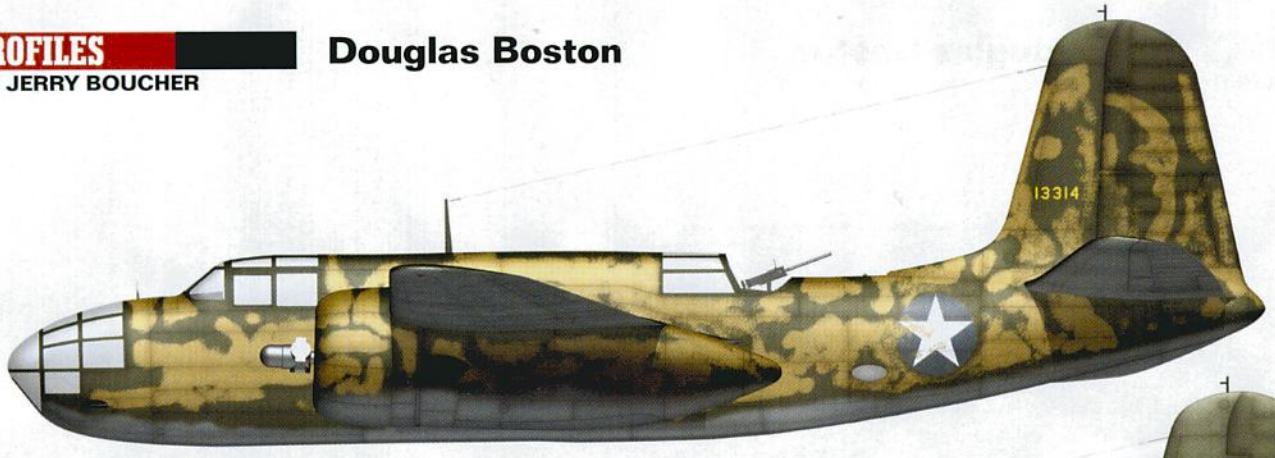
DB-7, unknown unit, French Vichy Air Force, 1941

Boston Mk III, 418 (Intruder) Squadron RAF, 1941. This aircraft was flown by a Canadian crew



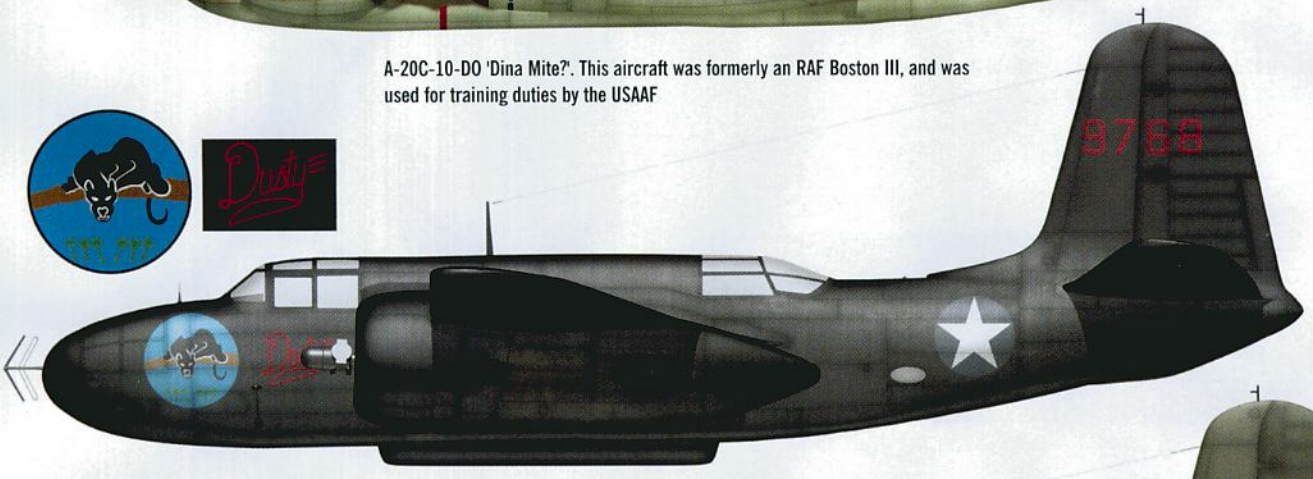
Douglas Boston

BY JERRY BOUCHER

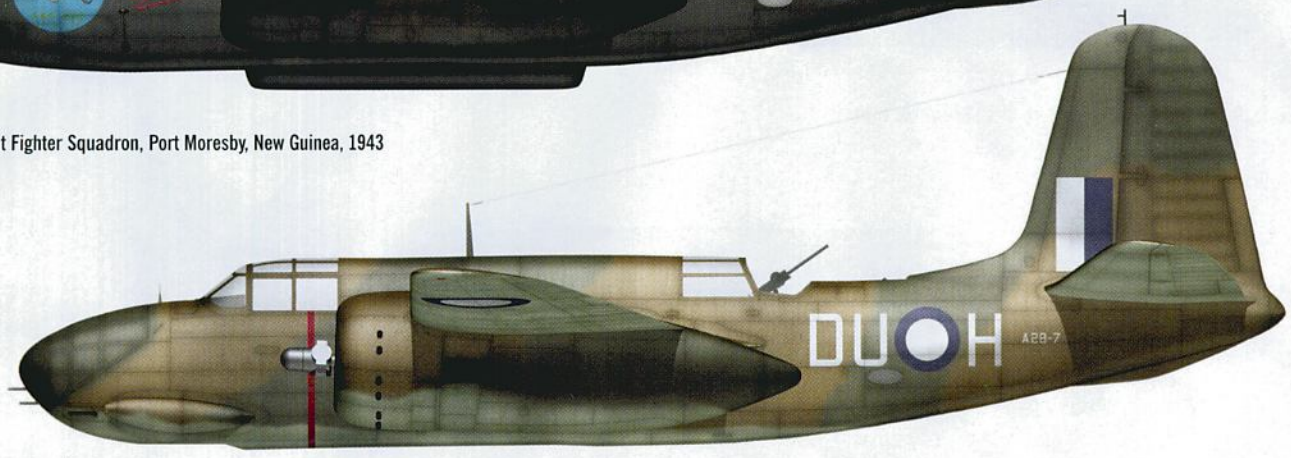


A-20B, 84th Bomb Squadron, 47th Bomb Group, Medionna (North Africa), 1942

A-20C-10-DO 'Dina Mite?'. This aircraft was formerly an RAF Boston III, and was used for training duties by the USAAF

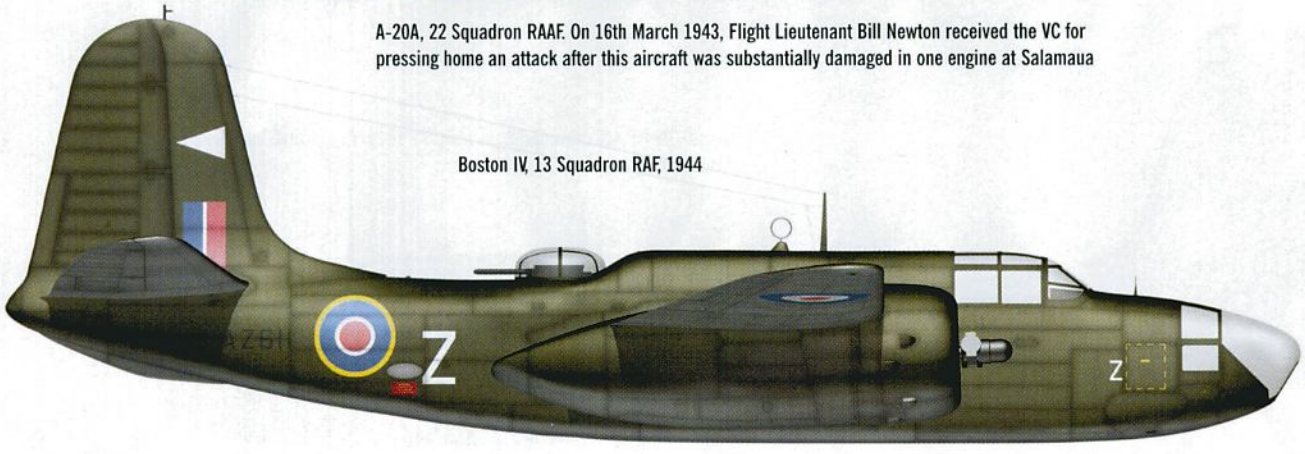


P-70, 6th Night Fighter Squadron, Port Moresby, New Guinea, 1943



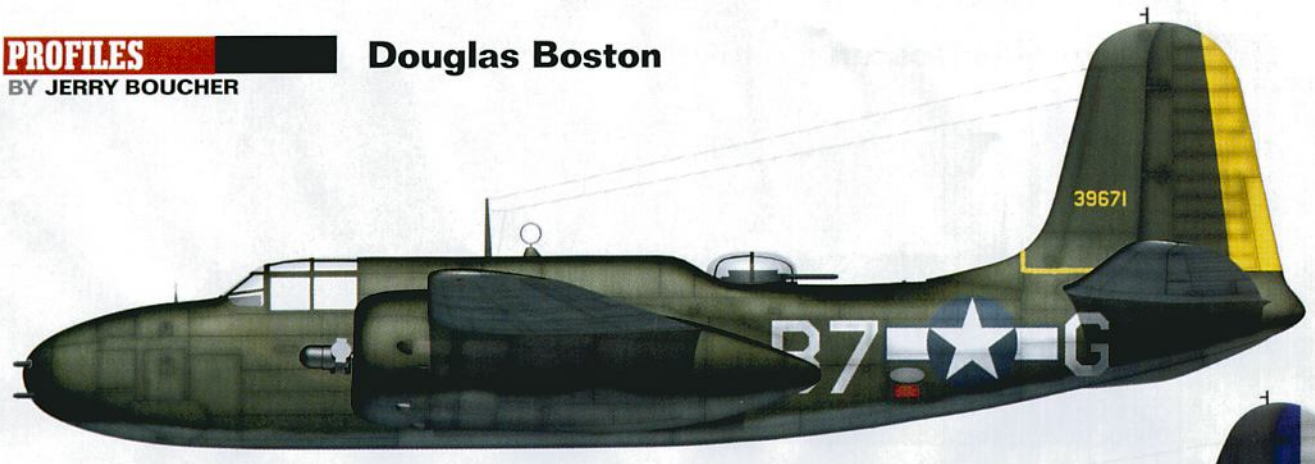
A-20A, 22 Squadron RAAF. On 16th March 1943, Flight Lieutenant Bill Newton received the VC for pressing home an attack after this aircraft was substantially damaged in one engine at Salamaua

Boston IV, 13 Squadron RAF, 1944

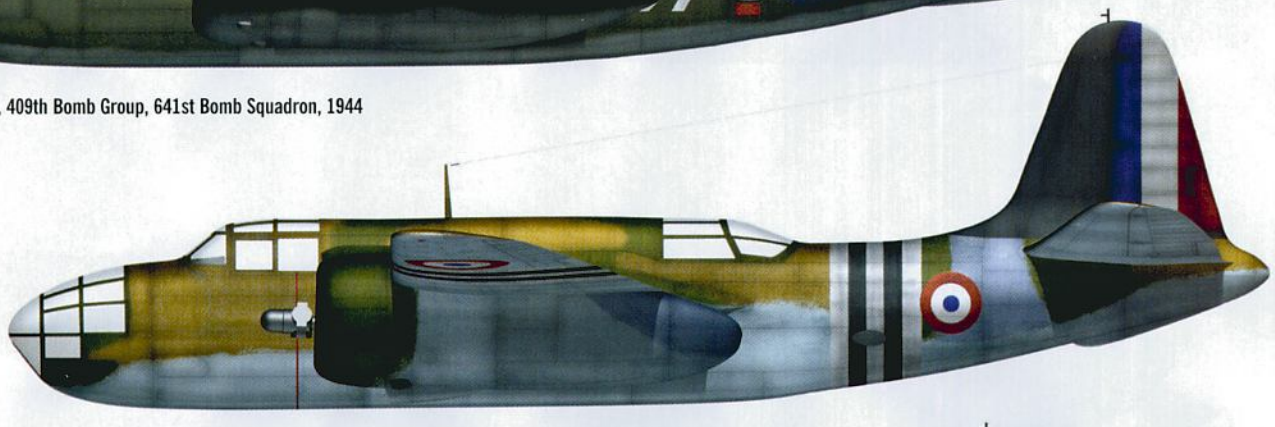


Douglas Boston

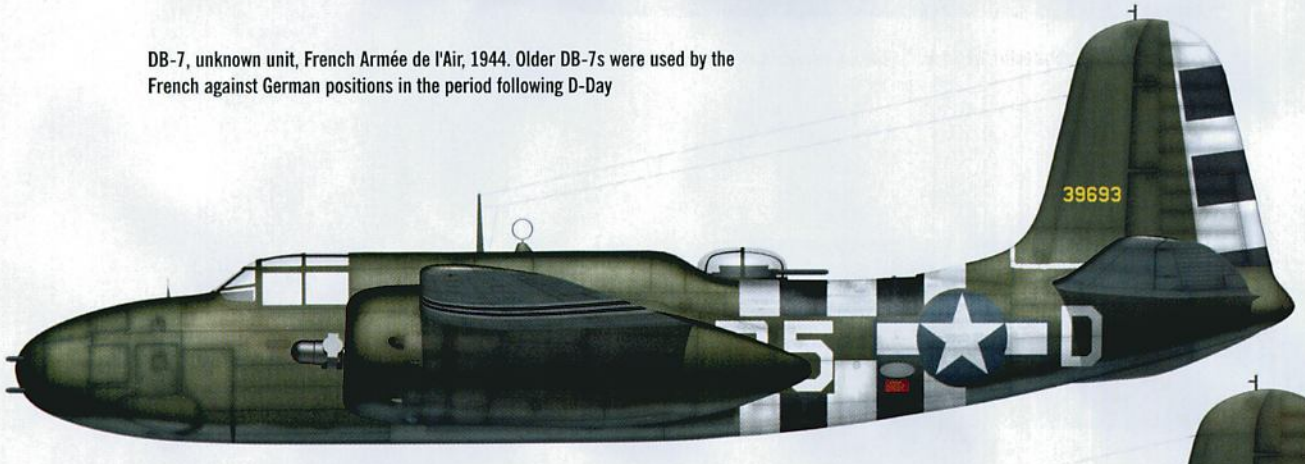
BY JERRY BOUCHER



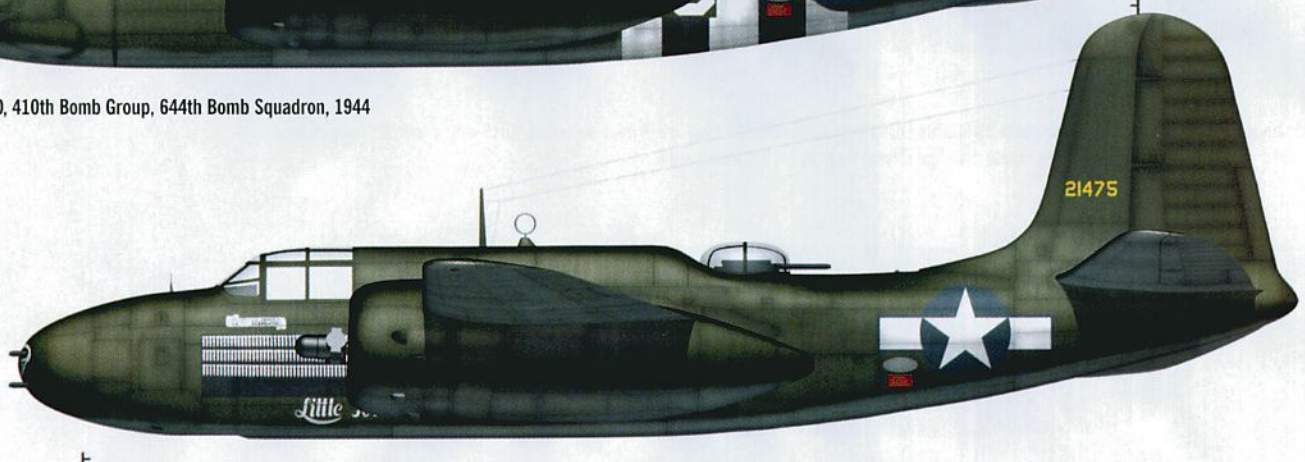
A-20G-30-DO, 409th Bomb Group, 641st Bomb Squadron, 1944



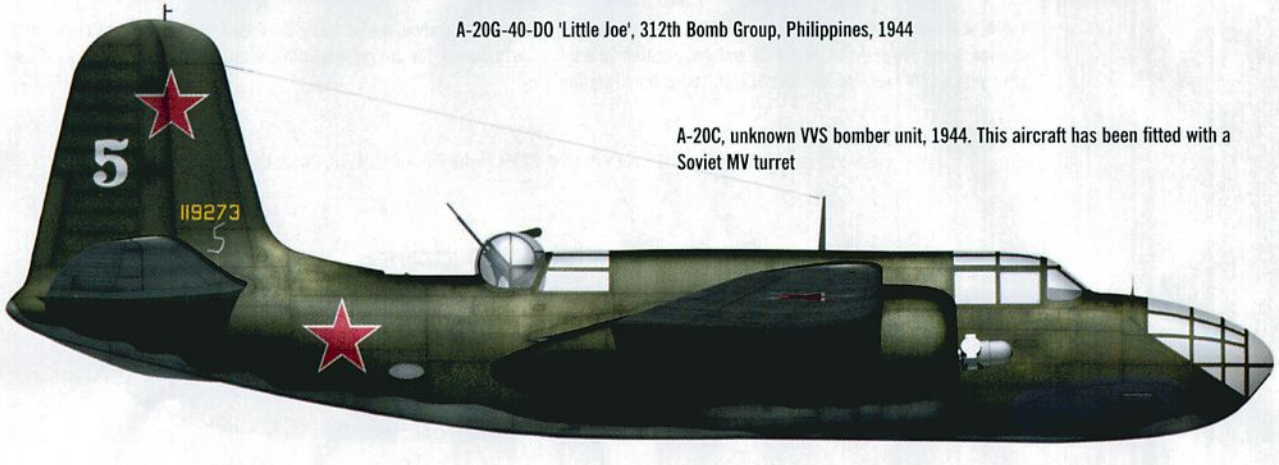
DB-7, unknown unit, French Armée de l'Air, 1944. Older DB-7s were used by the French against German positions in the period following D-Day



A-20G-30-DO, 410th Bomb Group, 644th Bomb Squadron, 1944



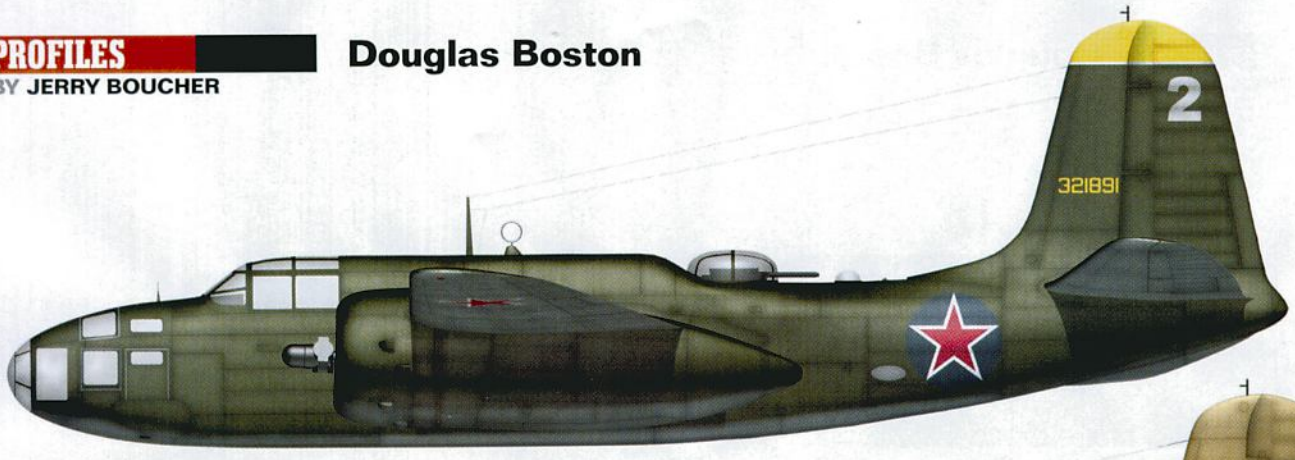
A-20G-40-DO 'Little Joe', 312th Bomb Group, Philippines, 1944



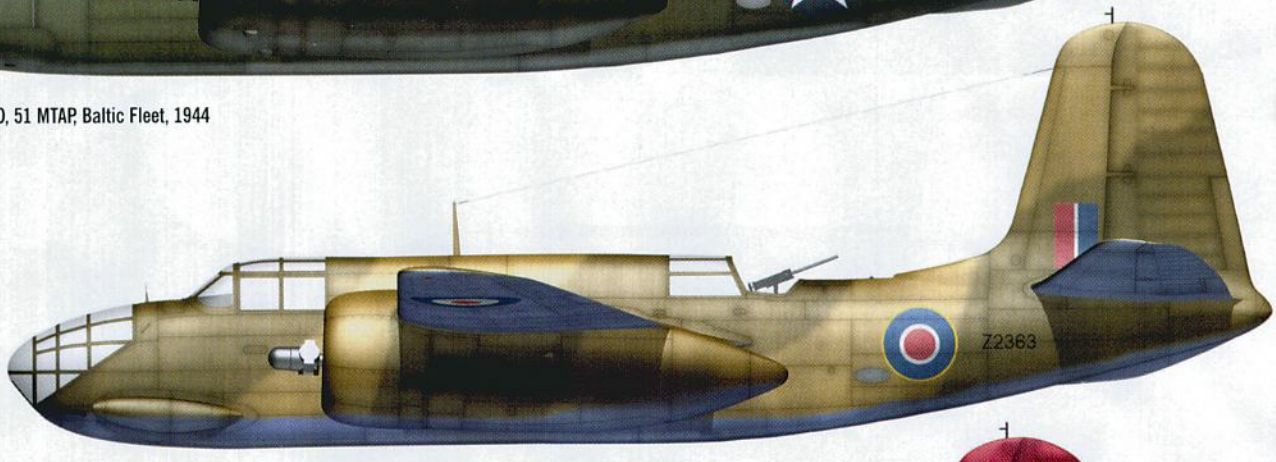
A-20C, unknown VVS bomber unit, 1944. This aircraft has been fitted with a Soviet MV turret

Douglas Boston

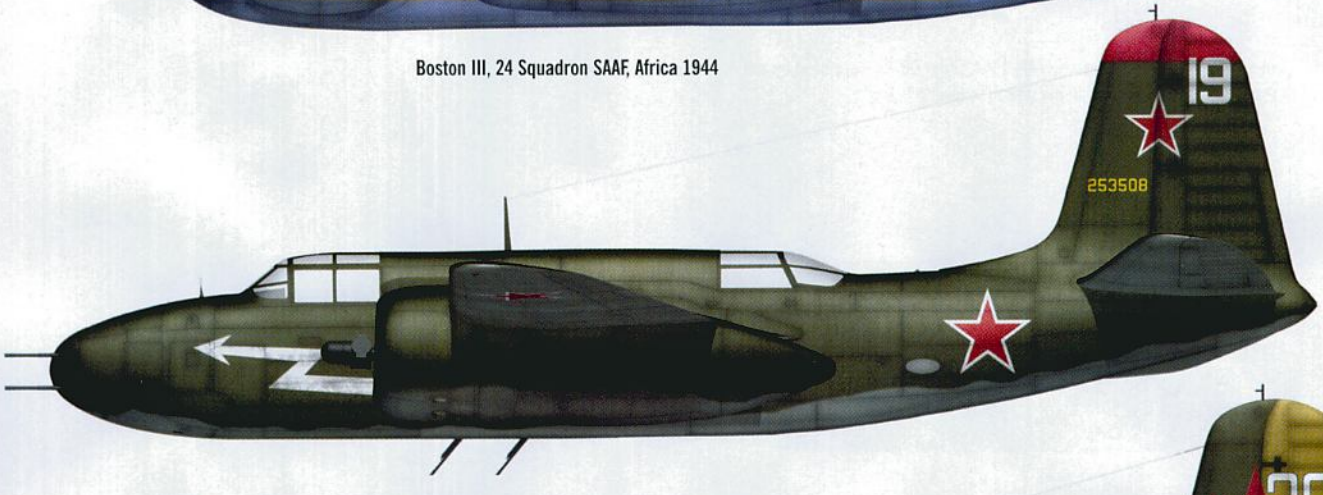
BY JERRY BOUCHER



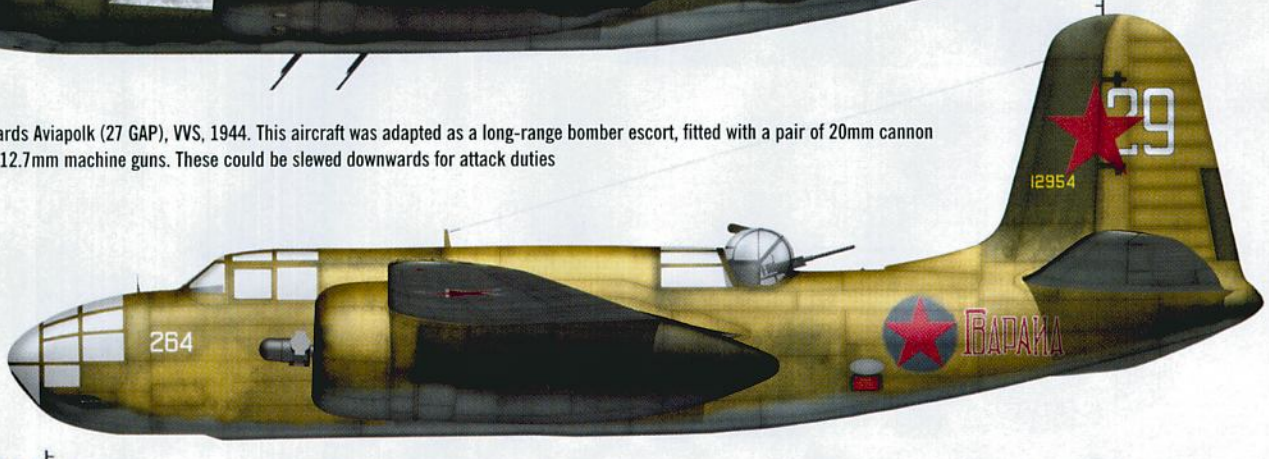
A-20G-45-DO, 51 MTAP, Baltic Fleet, 1944



Boston III, 24 Squadron SAAF, Africa 1944

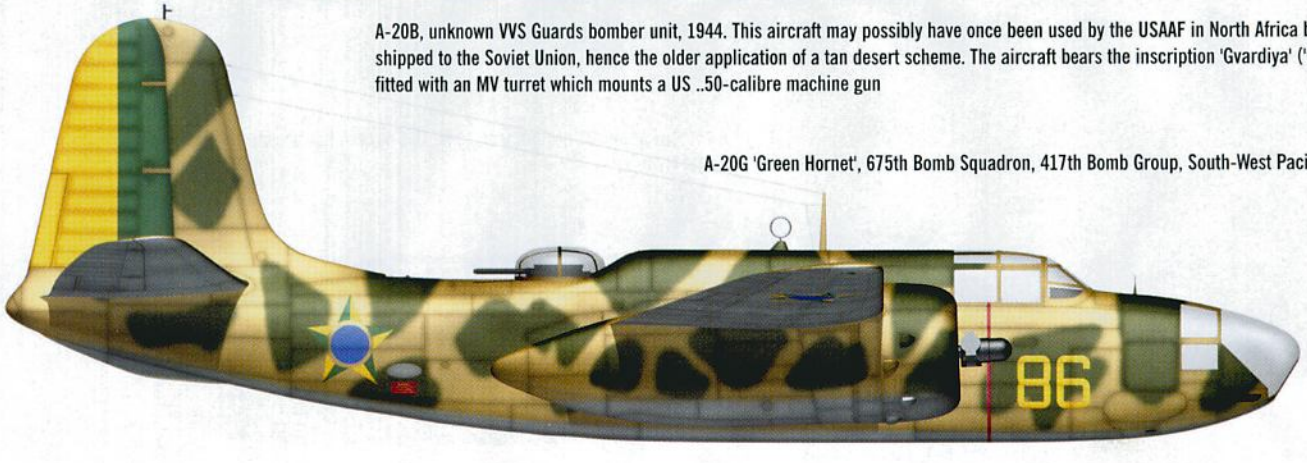


A-20G, 27 Guards Aviapolk (27 GAP), VVS, 1944. This aircraft was adapted as a long-range bomber escort, fitted with a pair of 20mm cannon and a pair of 12.7mm machine guns. These could be slewed downwards for attack duties



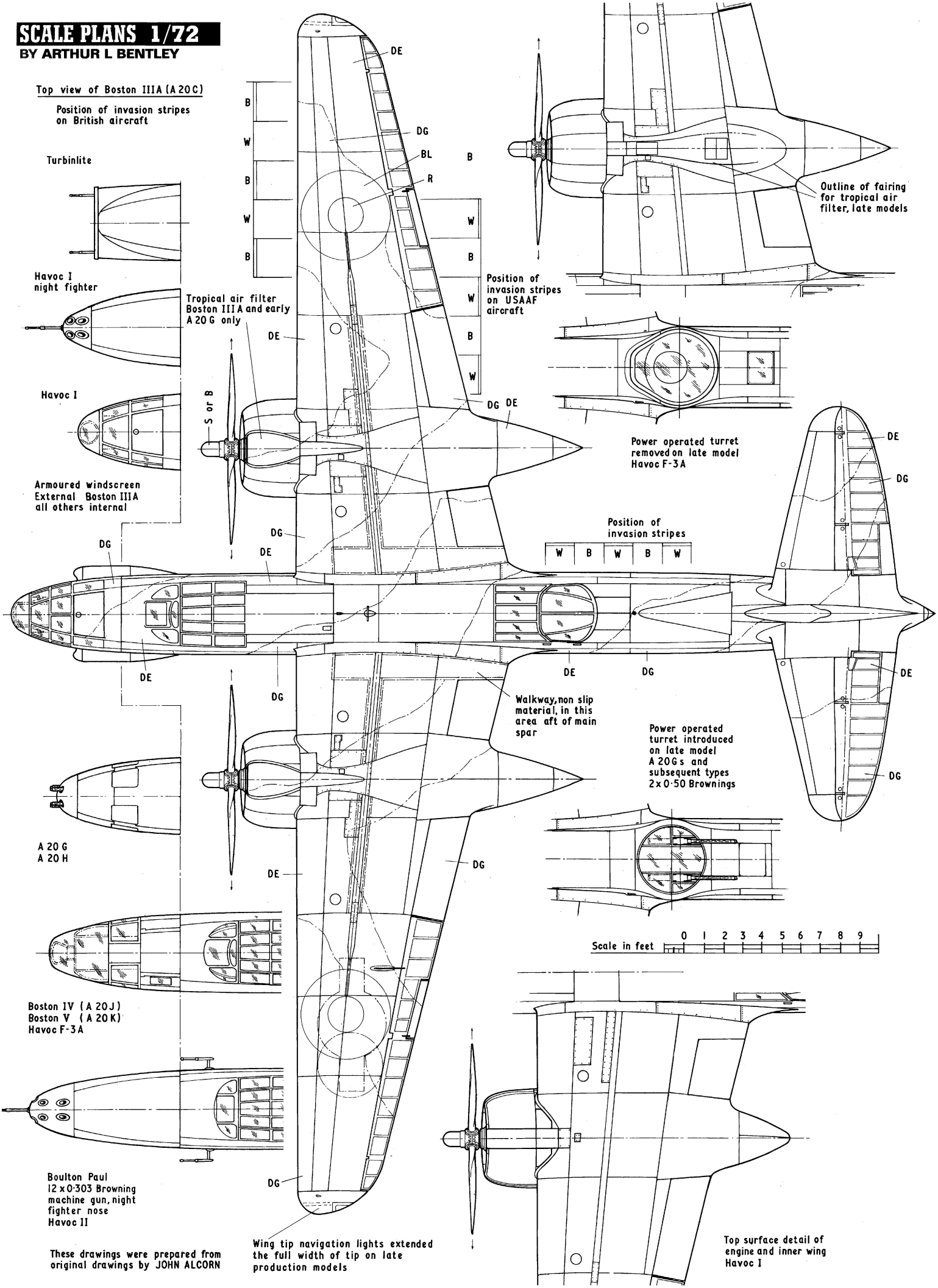
A-20B, unknown VVS Guards bomber unit, 1944. This aircraft may possibly have once been used by the USAAF in North Africa before being shipped to the Soviet Union, hence the older application of a tan desert scheme. The aircraft bears the inscription 'Gvardiya' ('Guards') and is fitted with an MV turret which mounts a US ..50-calibre machine gun

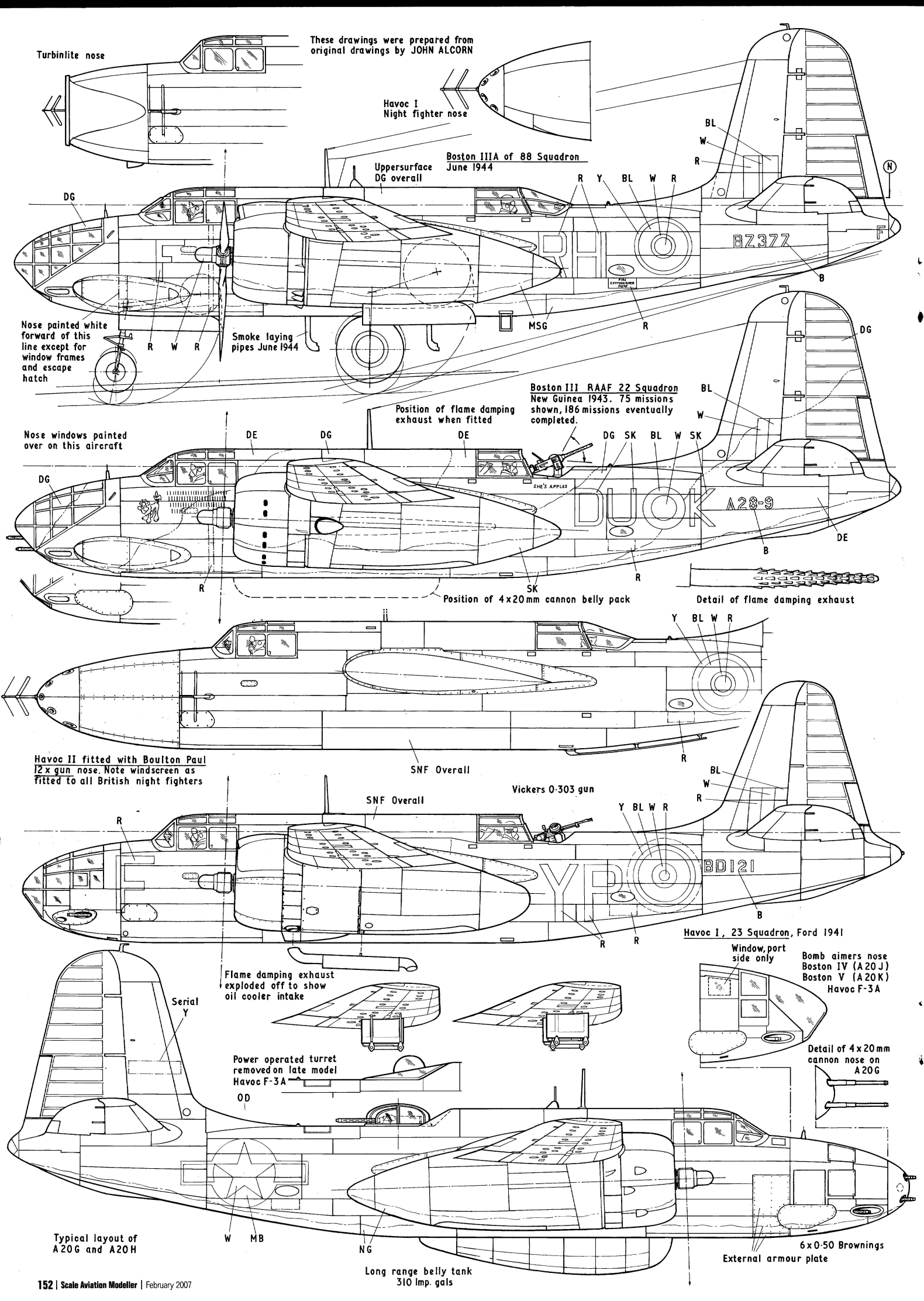
A-20G 'Green Hornet', 675th Bomb Squadron, 417th Bomb Group, South-West Pacific, 1945

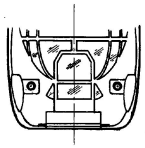


SCALE PLANS 1/72

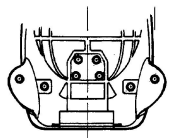
BY ARTHUR L BENTLEY



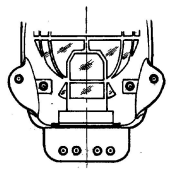

These drawings were prepared from original drawings by JOHN ALCORN
Turbinlite nose
Havoc I Night fighter nose
Boston IIIA of 88 Squadron June 1944
Uppersurface DG overall
DG
BL
W
R
Y
BZ377
RH
F
B
N
MSG
Nose painted white forward of this line except for window frames and escape hatch
Smoke laying pipes June 1944
Boston III RAAF 22 Squadron New Guinea 1943. 75 missions shown, 186 missions eventually completed.
Position of flame damping exhaust when fitted
Nose windows painted over on this aircraft
DE
SK
SHE'S APPLES
DUCK
A28-9
Position of 4x20mm cannon belly pack
Detail of flame damping exhaust
Havoc II fitted with Boulton Paul 12 x gun nose. Note windscreen as fitted to all British night fighters
SNF Overall
Vickers 0·303 gun
YP
BD121
Havoc I, 23 Squadron, Ford 1941
Window, port side only
Bomb aimers nose Boston IV (A20J) Boston V (A20K) Havoc F-3A
Flame damping exhaust exploded off to show oil cooler intake
Serial
Power operated turret removed on late model Havoc F-3A
OD
Detail of 4x20mm cannon nose on A20G
Typical layout of A20G and A20H
W
MB
NG
Long range belly tank 310 Imp. gals
6x0·50 Brownings
External armour plate



Early Boston III
(A 20A)

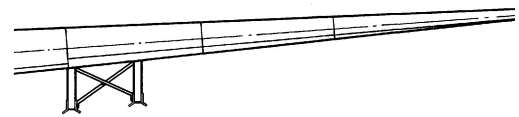


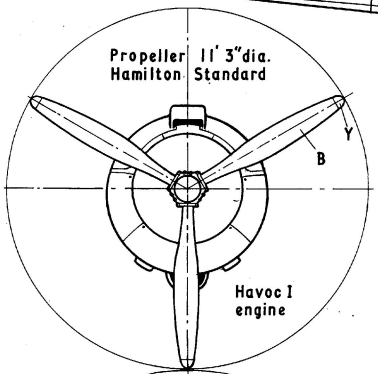
USAAF 89th Sqdn., 3rd. B.G., 5th A.F.
& 225 Sqdn. RAAF only. Boston III
(A-20A)

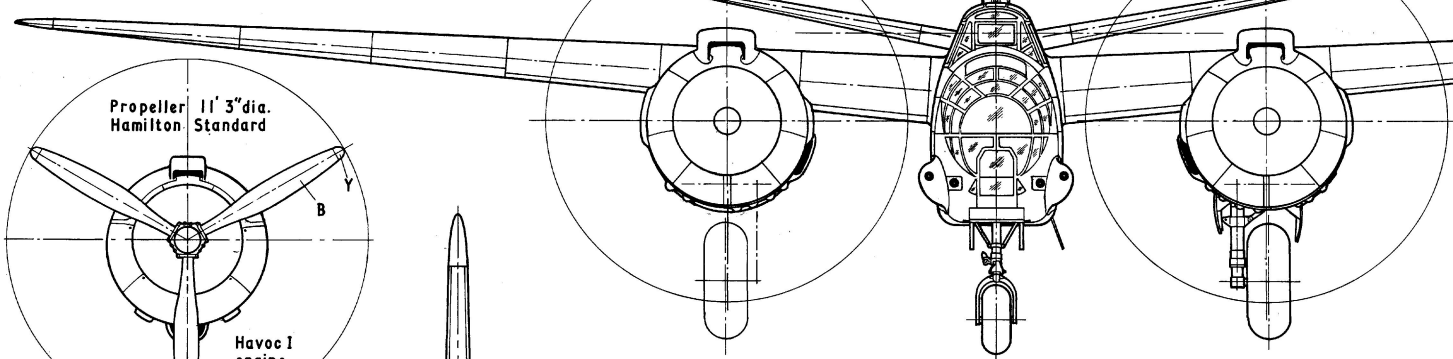


Boston III & IIIA
fitted with 4x20mm
cannon belly pack

Front view of
Boston IIIA

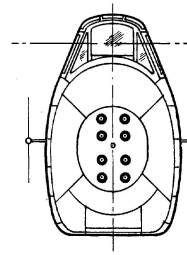




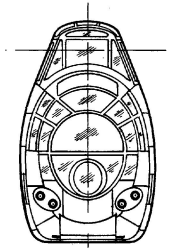


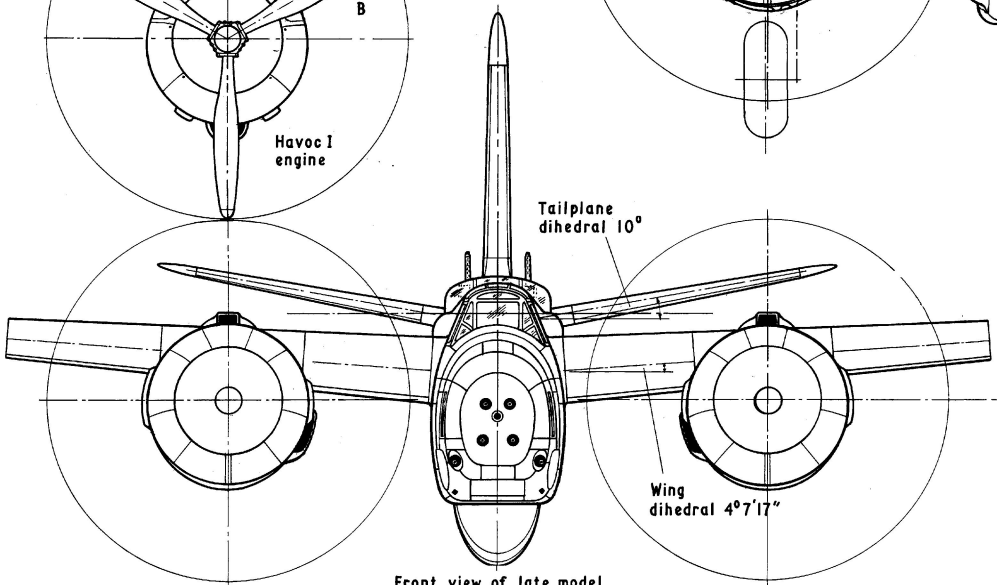
Night fighter
Radar aerials
port wing only

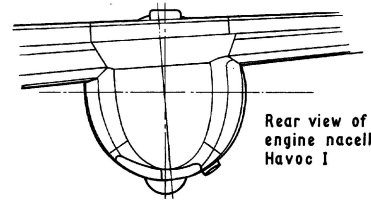
Havoc I
night fighter



Havoc I

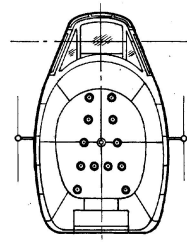




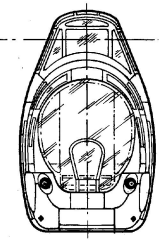


Rear view of
engine nacelle
Havoc I

Boulton Paul
12 gun night
fighter nose



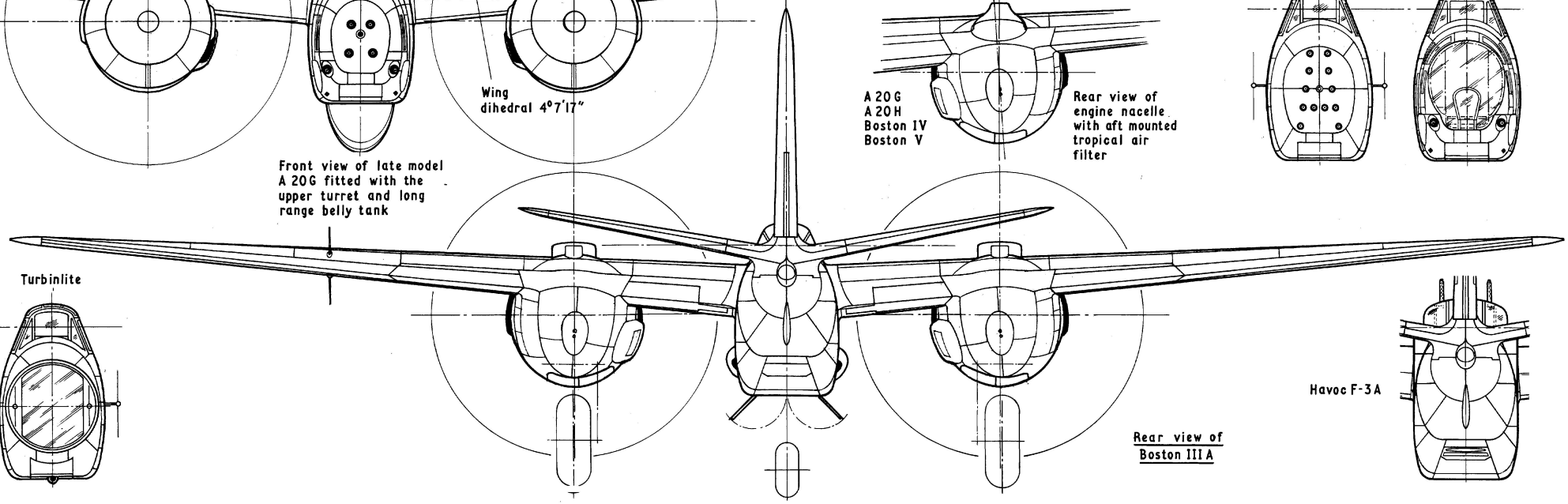
Boston IV (A20J)
Boston V (A20K)
Havoc F-3A



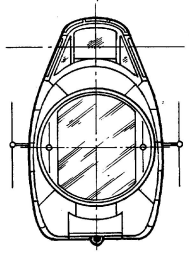
A20G
A20H
Boston IV
Boston V

Rear view of
engine nacelle
with aft mounted
tropical air
filter

Front view of late model
A20G fitted with the
upper turret and long
range belly tank

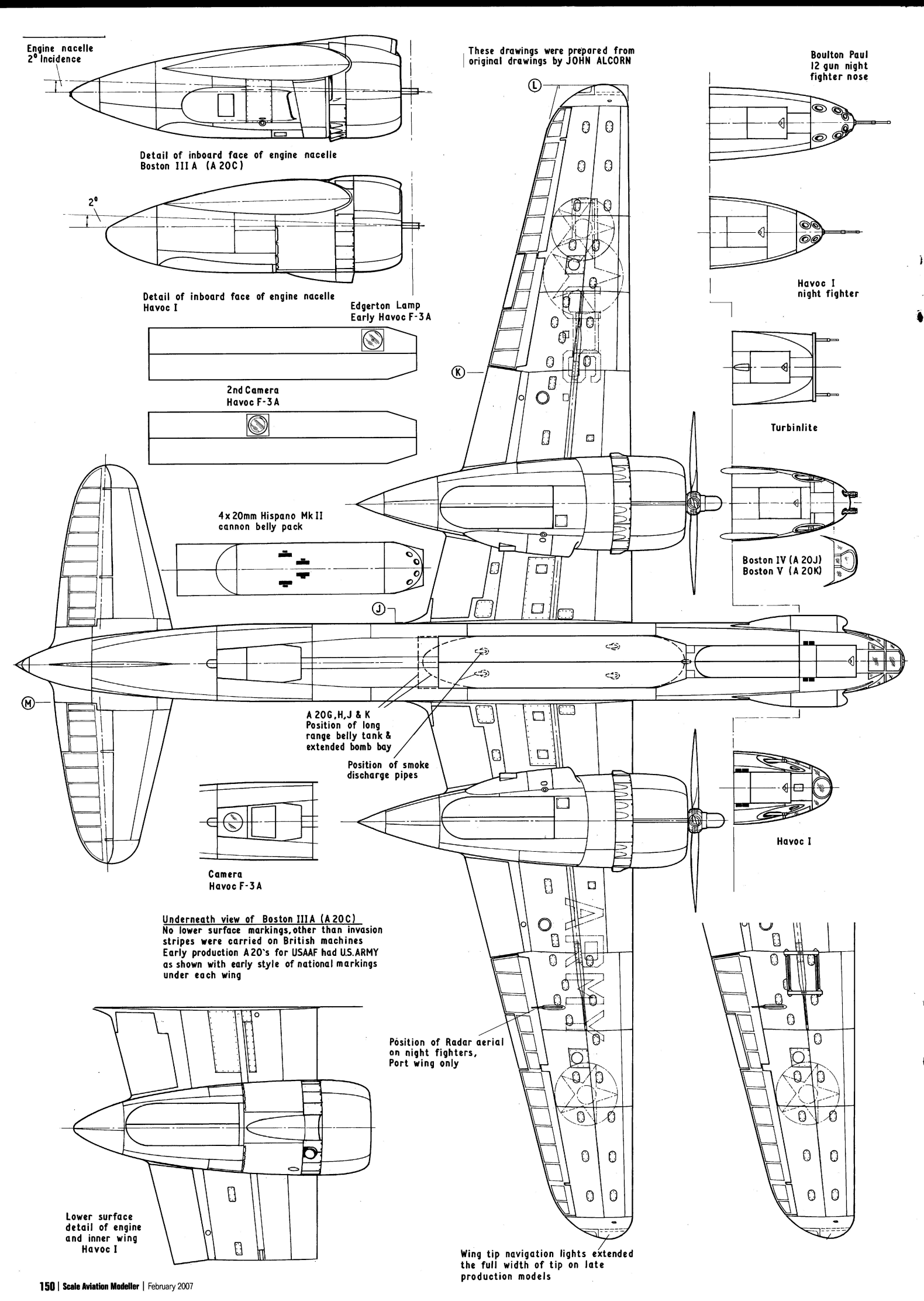


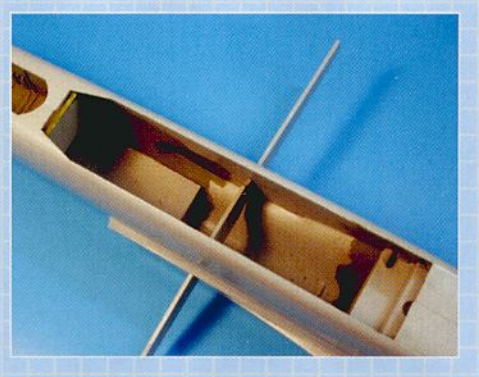
Turbinlite

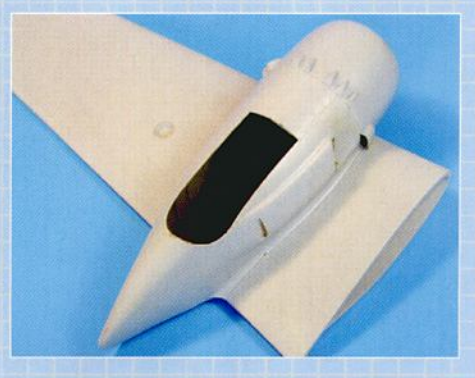


Rear view of
Boston IIIA

Havoc F-3A

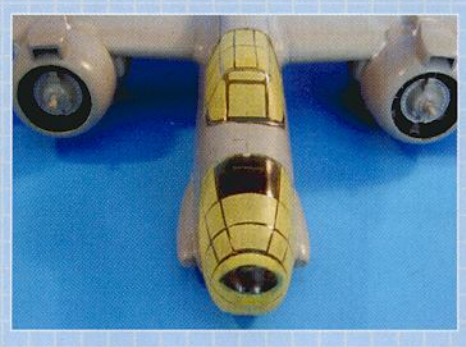

Engine nacelle
2° incidence
Detail of inboard face of engine nacelle
Boston III A (A 20C)
2°
Detail of inboard face of engine nacelle
Havoc I
These drawings were prepared from
original drawings by JOHN ALCORN
Boulton Paul
12 gun night
fighter nose
Havoc I
night fighter
Edgerton Lamp
Early Havoc F-3A
2nd Camera
Havoc F-3A
Turbinlite
4 x 20mm Hispano Mk II
cannon belly pack
Boston IV (A 20J)
Boston V (A 20K)
A 20G, H, J & K
Position of long
range belly tank &
extended bomb bay
Position of smoke
discharge pipes
Camera
Havoc F-3A
Havoc I
Underneath view of Boston III A (A 20C)
No lower surface markings, other than invasion
stripes were carried on British machines
Early production A 20's for USAAF had U.S. ARMY
as shown with early style of national markings
under each wing
Position of Radar aerial
on night fighters,
Port wing only
Lower surface
detail of engine
and inner wing
Havoc I
Wing tip navigation lights extended
the full width of tip on late
production models

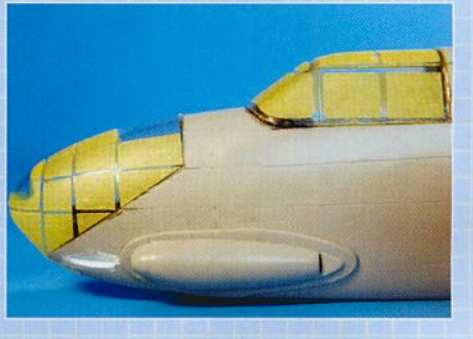




"The bomb bay is unacceptably basic, as it has no roof" The wing spar is "a very flimsy affair" which Alan left unglued for maximum flexibility when fitting the wings

Engines nacelles fitted to the assembled wings, "not that brilliant a fit, but easy to tidy up with a little scraping and filling." The engines were painted with Citadel's boltgun metal, with light gloss grey for their reduction gear housings





Main airframe components assembled

"I didn't like the vagueness of the canopy framing, which is so ill-defined that it makes masking with tape very difficult"

1998 stamped on the fret, and of course not prepainted, but they were perfectly adequate. There was enough in this one set to cover the three crew positions, which I think represents good value for money. The problem was that the instructions give four diagrams of different seatbelt variations. I had no idea which would be appropriate for an RAF Boston, and couldn't find any references in my book stash, so used artistic licence, choosing version 'B' for the pilot's seat. My method of doing these is to fix them to the seat first, then paint. Any excess superglue is eradicated by covering with matt varnish. For the bomb-aimer's and gunner's positions I did lapbelts only. I usually paint RAF seatbelts Humbrol Khaki Drill, but didn't have any, so used the Revell colour closest to it, Matt 89. When thoroughly dry, Humbrol brass was applied to the buckles and ringlet holes that were stitched along the length of the belts. Before cementing in the instrument panel I blobbed gloss varnish

Contemporary Douglas Aircraft Company advertisement for the Boston

on each dial for that 'glass' affect.

At last, in a roundabout sort of way, I had the cockpit finished, which meant I could proceed with getting the whole airframe together. Trying to fit the cockpit to the starboard fuselage met with stiff resistance. The forward bulkhead did not want to butt against the fuselage at the top, and kept springing out. However, I secured victory by the use of superglue and a clothes peg clamp. Superglue was also used to join the two halves of the cockpit coaming, which kept springing apart. The rest of the fuselage halves mated very well.

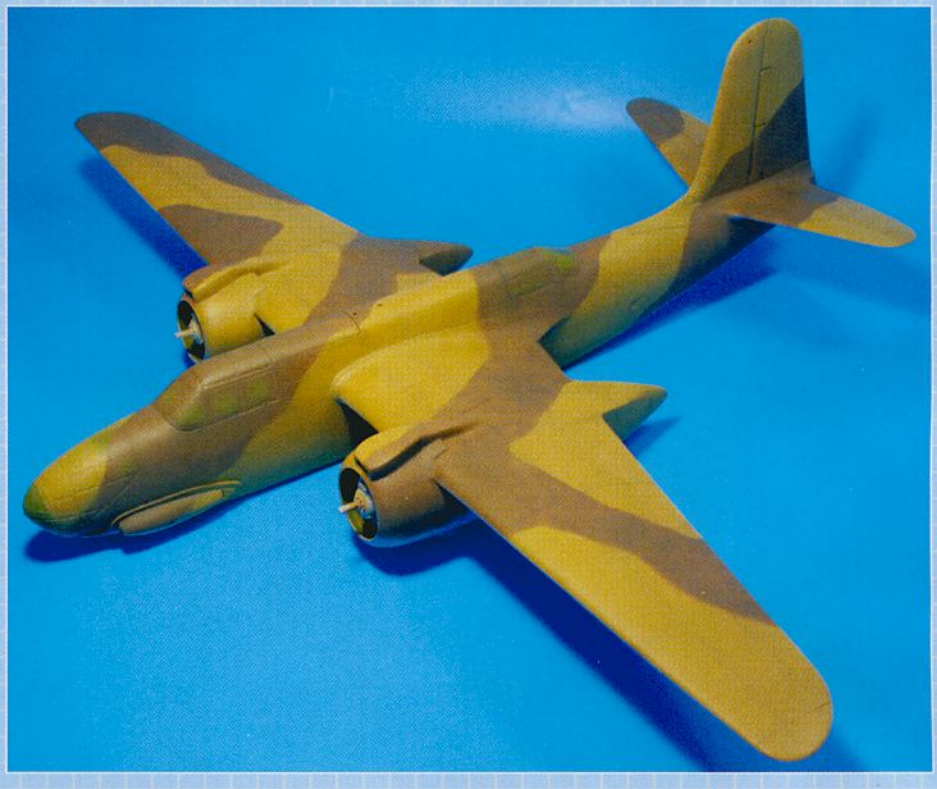
The wing spar is a very flimsy affair, with ill-defined location. For this reason I felt it best to leave it unglued so that I would have maximum flexibility when fitting the wings. The instructions would have you insert the bomb-aimer's floor into the two halves that make up the separate nose, prior to fixing this section to the fuselage. However, I discovered

"The first spray job was to apply the Cockpit Green on the canopies, which also showed up any areas around the canopy edges that would need touching up before applying the pre-shade and camouflage"

Pre-shading completed. "After applying it I drew on the camouflage demarcation lines in pencil, marking the Dark Earth areas 'DE'. I always do this, as it is surprising how easi it is to get things mixed up and spray areas in the wrong colour"

"Polly Scale Mid Stone went on quite smoothly"

Alan used rolled-up pieces of Play-Doh to mask the camouflage pattern



"Once I'd finished and removed the last bits of Play-Doh I was pleased with the look of the finish — I've always liked that RAF Dark Earth/Mid Stone combination"

that getting the floor to locate to the forward bulkhead properly requires fixing in the floor afterwards instead. Due to the flimsy dry-fit of the wings I was tempted to use superglue. However, I came to my senses, as I needed time to move the wings around after fixing them in place, and used good old polystyrene cement instead. The result was a surprisingly good fit, with no filling required. The one-piece horizontal stabiliser was just as good a fit, as was the fin/rudder.

So now I had the whole airframe together. The only things left to do prior to spraying were to fit the transparencies after applying Eduard masks to them, and install the sausage-like gun cover blisters on the nose. These, incidentally, are numbered the wrong way around in the instructions: starboard side should be part 70E and port 71E. However, they fit the contours of the fuselage very well, and give the nose a cool, aggressive look. On the other hand, the supplied guns that protrude from the troughs in the nose are clumsy affairs deserving to be thrown in the bin, so I did not use them. In any case, looking at photos I cannot see any evidence that these guns did protrude out of the nose.

Just when I was thinking of getting the airbrush out, I suddenly realised I had forgotten to add nose weight. What an idiot! I was not prepared to prise open the fuselage after all that hard work, so I looked for alternatives, zeroing in on the cavities in the nacelles behind the engines. I also put some ballast in the cavity behind the cockpit, which I believe housed a rubber dinghy. There was really nothing else I could do, and I wasn't sure I'd managed to stuff enough weight in. I'll return to this later. The transparencies went on without too much fuss, especially the nosecone, which is a spot-on fit.

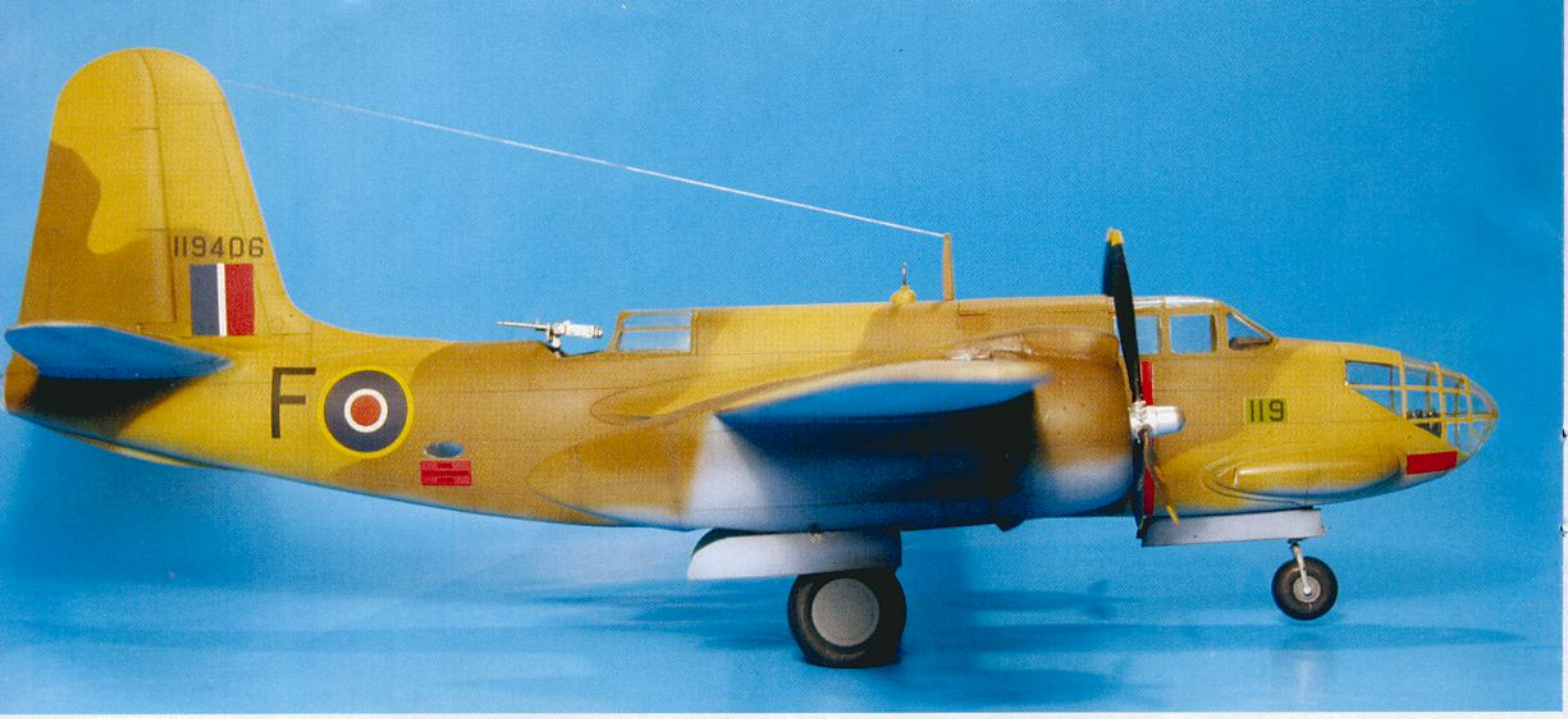
Douglas workers preparing Boston nosecones for installation on the assembly line

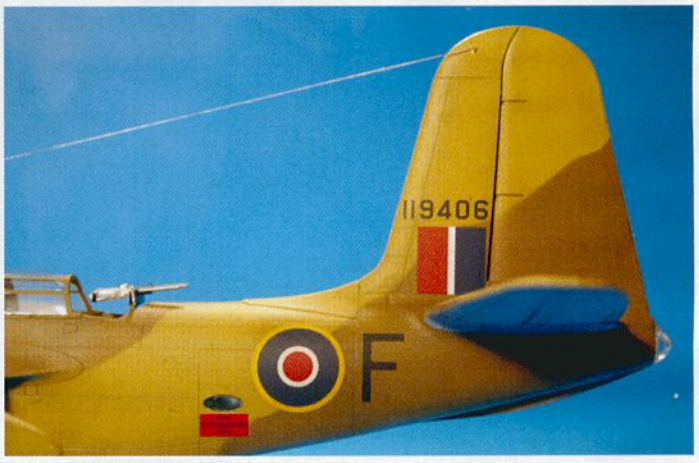
Painting and Decalling

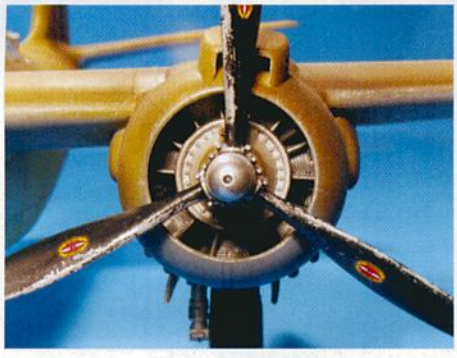
The first spray job was to apply the Cockpit Green on the canopies. This is quite useful, as it shows up any areas around the canopy edges that need touching up before applying the pre-shade and camouflage. Although I would not have the rear canopy of the gunner's position on my finished model, I used it as a mask. For masking cavities such as undercarriage bays. I always use children's Play-Doh, which I find much easier than fiddling about with masking tape or tissue soaked in some fluid. Play-Doh is completely malleable and does exactly what you want it to. One warning though: don't leave it in until it dries out and goes hard or you will find it rather difficult to remove. For the pre-shade 'undercoat' along the panel lines on the undersurfaces. I used Polly Scale US Sea Blue. I sprayed this on quite roughly, as accuracy is not really required here.

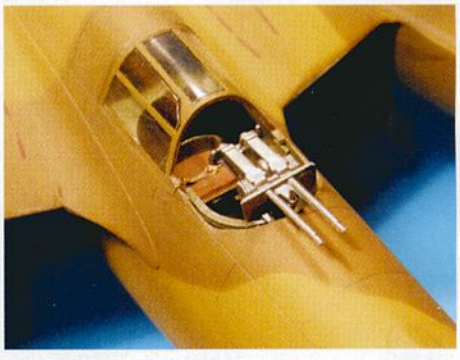
Aeromaster Azure Blue followed in the same spraying session. Finding in my paint stock a colour other than black that would be dark enough to pre-shade the Dark Earth was not easy, but Polly Scale RLM 81 *Braunviolett* did the job. After applying it I drew on the camouflage demarcation lines with a propelling pencil, marking the Dark Earth areas 'DE'. I always do this, as it is surprising how easy it is to get things mixed up and spray areas in the wrong colour — or maybe it's just me?

The Polly Scale Mid Stone went on quite smoothly. It was a new jar, which always helps, with no thinning required. I sprayed just short of the pencil lines, these remaining as a guide to applying rolled-up pieces of Play-Doh to mask off. Then, when spraying on the Dark Earth, the pencil lines, along with the 'DE' marks, were obliterated. Once I'd finished and removed the last bits of Play-Doh I was pleased with the look of the finish — I've always liked that RAF









Dark Earth/Mid Stone combination. Preshading RAF two-tone camouflage always takes a while, but I think it's worth it, and that's coming from a lazy modeller!

Camouflage spraying completed; it was on to the undercarriage. This was rather fiddly, as it is supposed to be installed prior to the nacelles going on. After I'd got it on, came the moment of truth. Would it be a tail-sitter as I feared because of my debacle with adding nose weight? Well, I was lucky: my Boston stayed upright!

And so to the decals. These are by Kartograf of Italy, and went down quite well. Rather than spray gloss varnish for a smooth finish in preparation for the decals I simply buffed up the appropriate areas with a nail polishing board. It's quicker, easier, and does the job. There's that lazy modeller again! Somehow, I lost one of the fin flashes, so nicked one from my Tamiya Mosquito. Naturally, just after applying this, I found the missing one, which I'd thrown it in the bin...

For the red walkway lines I tried something new to me. I read somewhere that if you dip transfers in Johnson`s Klear it makes carrier film disappear. Well, it *partially* worked. Maybe it works better on different makes of transfers.

Weathering and Finishing

I picked out the panel lines with my propelling pencil, then attempted to chip bits off the red walkway, but this didn't go as planned because the Klear made them very tough. More aggressive scrapes took me back to plastic, so I had to use the reverse method and paint small sections over with Dark Earth and Mid Stone — not ideal.

It was at this point I decided some wing streaking and general dirtying up with Tamiya smoke would be a good idea. Some black MIG powder followed, on the cowlings/nacelles, for heat staining. Fuel stains around the filler caps and oil on the front of the prop reduction gear housings were applied by hand with Tamiya smoke.

The colour photos I used for reference showed very little in the way of paint chipping. I restricted mine to very subtle marks with a silver pencil around the engine cowls. To represent marks left by the sandy, dusty boots of groundcrew on the red walkway areas I used a mix of MIG pigment Europe dust and light dust. This was applied with a slightly damp Tamiya weathering sponge brush (Fine, ref: 87084) which left a pleasantly subtle stain. Excess was taken away with a large soft brush. Exhaust stains were also done with MIG. I discovered after finishing the model that the exhaust arrangement on this kit is completely wrong for a Boston in RAF service. Still, that's life and I'm not losing any sleep over it!

Conclusion

I enjoyed this project and it is good value for money. Although there are a few problems like the very thick trailing-edges and complete lack of bomb bay interior, there are no really bad points, and it's the only 1/48 Boston in the game.

SAMI

BY WOJCIECH BUTRYCZ

Tiger Skin Mongol

Wojciech Butrycz earns his stripes cross-kitting a pair of 1/72 scale MiG-21s

Bilek (top) and Fujimi MiG-21s, which Wojciech cross-kitted to create his 'Mongol'

Some three years ago the MiG-21's service with the Polish Air Force came to an end when a MiG–21*bis* took-off for a final sortie, bringing to a close a career that had begun in 1961 when the first MiG-21F-13 models flew in Polish skies. Altogether, nearly 500 examples of the famous *Fishbed* and two-seat *Mongol* served Poland for almost half a century.

Farewell ceremonies began at the start of the 21st century when special commemorative colour schemes were prepared for airshows and squadron open days. Uniquely adorned *Fishbeds* and *Mongols* also took part in shows abroad, including the UK, before the aircraft found their way to scrapyards, museums and private collections, or to squadron headquarters as 'gate guardians'. For modellers, some of these schemes were recently reproduced by Ardpol in form of 1/72 scale decals for three MiG-21MFs (Sheet 72-301) and MiG-21*bis* and one MiG-21UM versions (Sheet 72-302).

Technical staff of 3 elt, or 3rd Tactical Air Squadron, based at Krzesiny near Poznan, prepared their first 'Tiger' *Mongol* for the annual airshow at Radom in 2001. Aircraft 9349 received a white (albino?) tiger skin with the squadron's black raven insignia painted below cockpit instead of a tiger's head. The following year they painted 'UMs 9308 and 9292 in a yellow/dark grey tiger scheme with prominent tiger heads, and 9292 became the subject of Ardpol's decals and of this article.

The Model

There is only one 1/72 scale model of the MiG-21UM *Mongol-B* on the market at present. This is Bilek's short-run kit, and while it has nice cleanly moulded fuselage, wings and tailplane, detail parts such as the undercarriage, cockpit interior and air intakes are crude. Having previously combined several MiG-21 kits, I decided to go for adding to Bilek's fuselage the wings and far better detail parts from Fujimi's single-seat MiG-21MF kit.

When modelling modern jets I always use aftermarket update sets to improve the appearances of cockpits, undercarriages, and fuselage and wing details. This time I chose Extratech photo-etched set 72-124 for the *Mongol-B*, and Pavla's resin sets 72-029 and 72-013 respectively for improving the cockpit interior and undercarriage. The True Details resin ejection seats, shown in one of the photos, were not used, as I opted for the Pavla set's items.

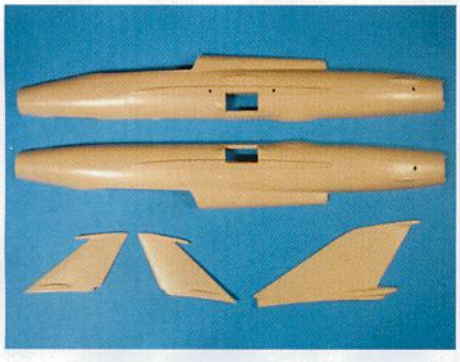
References:

- MiG-21, 4+ Publications, Praha, 1991
- Lock On No 21, MiG – 21MF/VP, 1993
- MiG-21 In Action No 131, Squadron/Signal Publications, 1993
- MiG-21 Topshots, Kagero, 2005.
- MiG-21 Fishbed, by Yefim Gordon and Bill Gunston, Aerofax/Midland Publishing Ltd, 1996
- Replic No 138.
- Model Fan 10/2003.
- Skrzydlata Polska magazine, 1/2003
- Website www.3elt.com has excellent shots of 'Tiger Mongols'

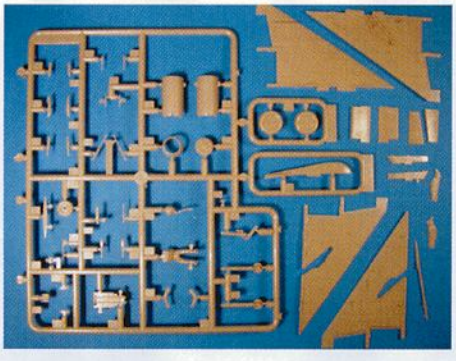
Extratech photo-etched set

Pavla aftermarket resin sets provided cockpit and landing gear parts

Ardpol's tiger's head decal sheet (left) made this colourful conversion possible, but stripes had to be painted

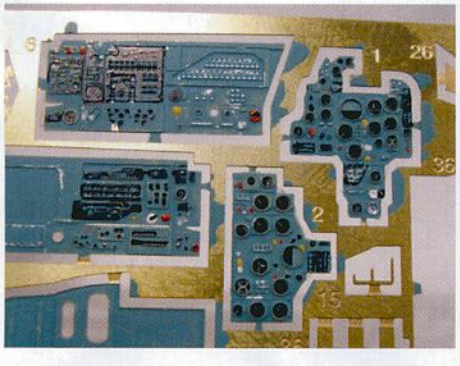


Bilek's fuselage halves, elevators and rudder parts needed some cleaning up...



...whilst Fujimi's required little preparation

Pavla resin KM-1 ejection seats painted and improved by adding masking tape seatbelts and buckles from spares box



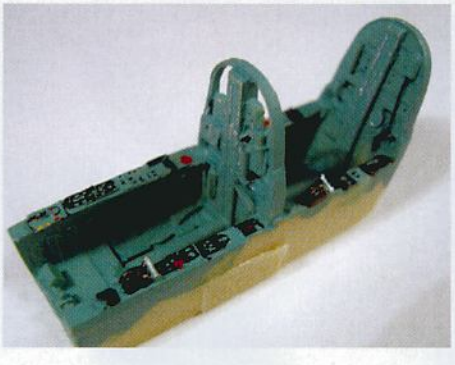
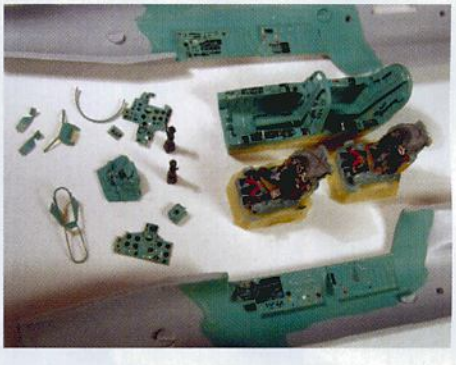


Photo-etched cockpit details and resin 'bathtub' painted in characteristic Soviet green-blue interior colour



All cockpit elements for the two-seat 'Mongol' painted, detailed and ready for installation

What really made this project possible was the Ardpol decal set. Whilst the yellow/dark grey 'tiger skin' scheme would have to be painted, I could hardly imagine hand painting both tiger heads and the tiny markings on port and starboard front fuselage halves.

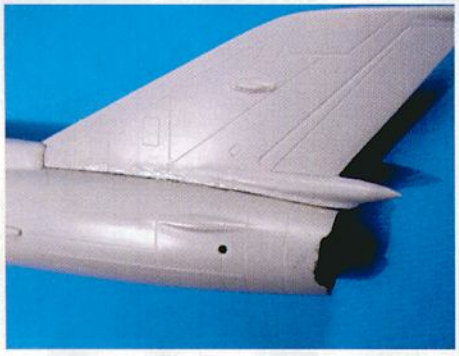
I started by preparing the Bilek kit's parts, cleaning up flash from the fuselage halves, elevators and rudder and thinning down the cockpit walls the more easily to accommodate the aftermarket resin 'bathtub'. I also scribed in a few missing fuselage panels and inspection hatches, basing these on the good drawings from the sources listed in the side panel. The remaining parts came from the Fujimi kit, and required little cleaning up.

Next came the cockpit. I painted the photo-etched cockpit details in the green-blue colour so characteristic of Russian jet fighters and glued film gauges to the back of instrument panels. I also added black panels and spots of red, white and yellow here and there, based on photos of the real aircraft. I prepared the resin 'bathtub' similarly, also painting it green-blue. I used Pavla's KM-1 ejection seats, which I improved by adding masking tape harnesses, and buckles from the spares box. All cockpit interior items were then weathered with a silver pen and rust- and black-coloured dry pastels.

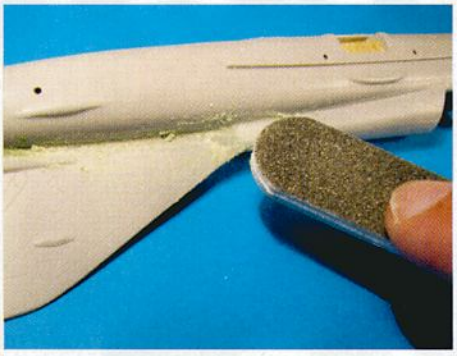
Now I installed the remaining fuselage items including the grey-painted conical radome, resin wheel bays, rear exhaust, whose interior was painted in a dark iron colour, then glued the fuselage halves together. Not all cockpit parts were assembled at this stage. Attaching the fin and rudder revealed a typically short-run joint that needed some Green Stuff to fill the gap. Next I added a scratchbuilt front airbrake and the rear one which was found in my spares box, this photo-etched item coming from an old PP Aeroparts MiG-21bis set. Both were installed in a slightly drooped pose — an apparent hydraulic leak problem!

With all fuselage elements together I checked the whole sub-assembly against my plans, and confirmed that everything really looked as a Mongol should, then began smoothing the fuselage and shaving off the moulded-on wing roots. These were not needed for the Fujimi wings, which are too great in span at their root ends and had to be shortened by 1.5 mm. Etched panels were added and the wings attached to the fuselage, remembering that they had slight anhedral.

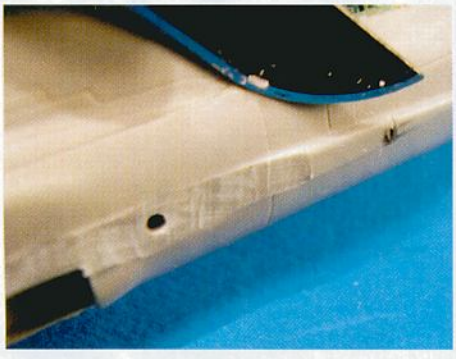
Fujimi's MiG-21 wings come with separate flaps and ailerons, enabling the control surfaces to be mounted in deflected positions. At this stage I also added probes, antennas and resin and photo-etched details. For the undercarriage I used the Fujimi kit's plastic parts, with gear door actuators from etched brass and hydraulic conduits from rubber thread glued on with cyano. I also added some wire and



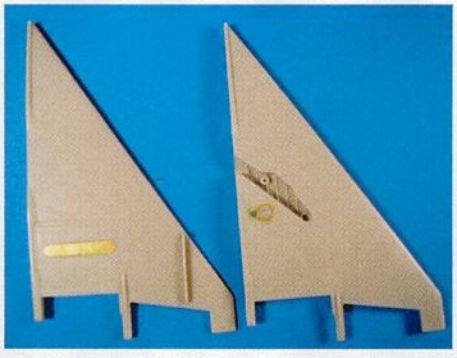
Fuselage/fin joint was "typical short-run" needing Green Stuff to fill the gap

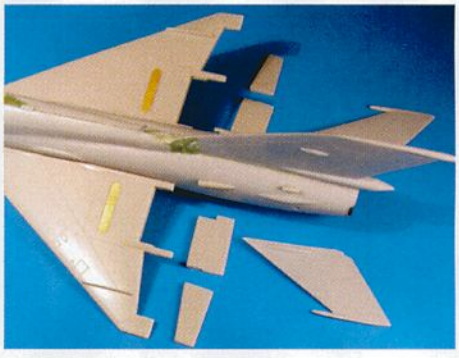


Fuselage checked against plans to ensure that "everything really looked Mongol"

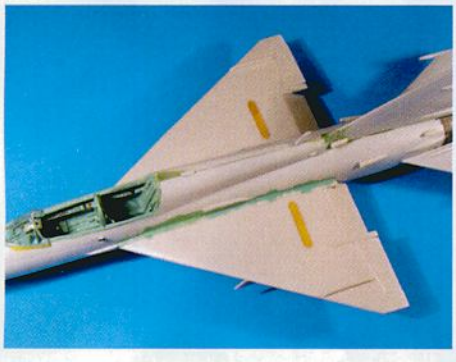


Shaving off the Bilek kit's moulded-on wing roots, not required for the Fujimi kit's wings, seen here with photo-etched details added





Fujimi's wings come with separate flaps and ailerons



Main airframe complete with wings faired-in with Green Stuff, and external details added

Tiger's head and code numbers decals added. "Only then could I start painting paint all those stripes!

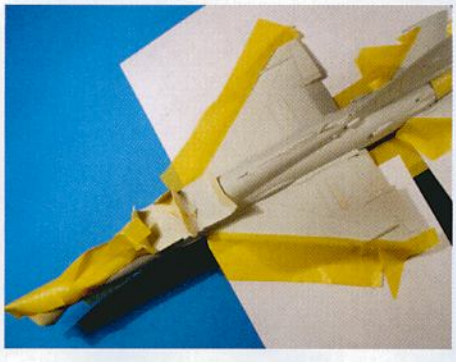
other scratchbuilt wheel well details. After pre-painting the jet exhaust outlet in metallic dark iron and adding the elevators and a windscreen converted from the Fujimi kit's (which is much too tall), the *Mongol* was ready for painting.

I painted the forward fuselage and undersurfaces light grey FS36495. Next, I masked the upper and front fuselage sides and sprayed a yellow-orange mix. When I was sure that the paint was completely dry I added the tiger head decal and code numbers. Only then could I begin to paint all those tiger stripes which, thankfully, were mainly of a single colour. I say *mainly* because some stripes adjacent to the head needed micro-brush touching-in with white paint. Some decal producers provide complete sets for these tiger schemes, but — probably for economic reasons — Ardpol chose to leave this up to modeller's skill and patience.

There was nothing to be done, therefore, but carefully to draw the stripes' outlines with a soft pencil, based on many photographs and colour profiles (see Reference Panel), then fill them with dark grey paint mixed to match the decal colour. Good matching of the yellow-orange and dark grey shades is important here, or you could end up with nasty colour differences near the tigers' heads and code numbers! You could try other solutions, such as custom-made decal stripes, or masking the stripes and spraying the dark grey, but I found the 'steady hand' method quickest and simplest. I always try to follow the KISS principal: *Keep It Simple, Stupid!*

After adding remaining small decal items, I sprayed the model with Vallejo satin varnish, then attached the cockpit

Fujimi's undercarriage enhanced with brass, rubber thread and wire detailing



Grey forward section masked and yellow-orange base coat for 'tiger skin' going on

canopies in the open position. These came from the Bilek kit, and were improved by adding a scratchbuilt periscope and internal items. Other small details such as landing lights, position lights completed the model.

Conclusion

This is not a project for beginners. It needs care and all those aftermarket products if you want to achieve good results with little effort, though there are modellers who can get excellent results in detailing cockpits and undercarriages without using etched frets and resin wonders. Use of the wings and detail parts cannibalised from the Fujimi kit could also be avoided if you can accept the Bilek kit's short-run limitations and devote more time to improving them.

SAMI

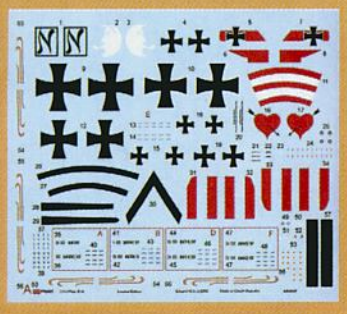
In captivity. Pfalz D.III 1370/17 in British markings

Whose Pfalz is it, anyway?

Simon Uglow builds Eduard's 1/48 scale Pfalz D.III 'in captivity'

Pfalz D.III Combo (2 kits)

Scale: 1/48 Kit No: 1114
Price: £27.70 Panel Lines: Recessed
Status: New Tooling
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 34, Etched 50, Colour Etched 10 per kit (including die-cut) masks
Decal Options: 6
Manufacturer: Eduard
UK Importer: Hannants



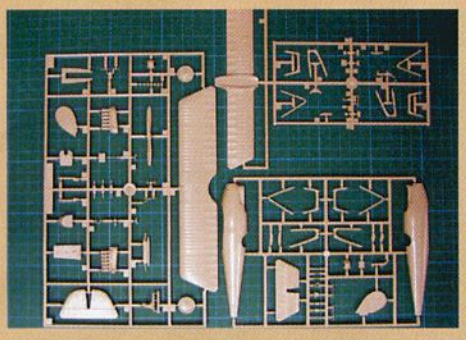
One of the most rewarding aspects of scale modelling is the research process, investigating the events and people that lie behind our chosen colour scheme. In this way each model really does have a story to tell and takes on significance far beyond the assembly of multiple pieces of styrene and photo-etch. This historical research can really fire the enthusiasm for a particular project. The Pfalz D.III described here is one such case!

Having reviewed Eduard's excellent 1/48 scale Pfalz D.III combo release for SAMI back in the March 2006 issue, there remained the dilemma of what to do with the second kit. With experience gained from the first build, and a desire to make just a few additions, an idea germinated. Aircraft number 1370/17 was brought down by 2nd Lieutenants A G Hanna and R A Burnand of 35 Squadron, Royal Flying Corps on 27 December 1917. This action occurred in the 5th Brigade sector at Estrees-en-Chaussee, close to Villers-Carbonnel. The pilot Vizefeldwebel Hecht was captured. Photographs of the downed aircraft were quickly used for propaganda purposes and appeared on contemporary British postcards. The aeroplane itself was sent to RFC St Omer, overpainted in British markings and evaluated. *Jane's Fighting Aircraft of World War I* summarises the findings:

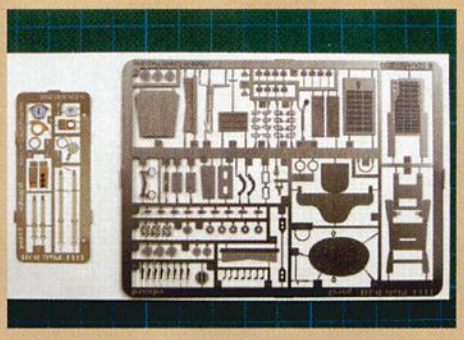
"This machine is reported to be stable laterally and unstable directionally and longitudinally. It answers well to all controls, much better than does the Albatross D.5, but tends to turn to the left in flight. It is not tiring to fly and is normally easy to land. Though the tailskid is of the non-steering kind, no difficulty is found in directing the machine on the ground. As may be expected from the shape and disposition of the wings, the view is excellent in all directions — except, perhaps, on a downward glide, when the top plane interferes to some extent."

Thus was the scene set for the model: build 1370/17 — one of the six schemes offered in the Eduard kit — but overpainted in British markings; control surfaces to be offset (they are supplied moulded as part of the flying surfaces), and fuel and coolant lines to be scratchbuilt.

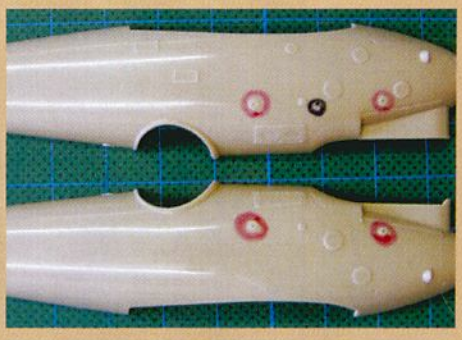
Contrary to standard practice, construction did not commence with the cockpit! Rather the logical first step was to offset those control surfaces. By repeatedly scoring on the moulded lines a flexible hinge was created and gentle pressure allowed the surface to be offset. On the mass-balanced ailerons the non-hinged portion required a full thickness cut, whilst with the rudder the moulded hinge points needed to be removed before scoring. Once happy with the rudder position the hinge points were replaced with lead foil. Having decided to use the kit's external photo-etch



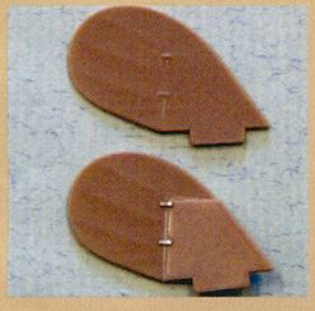
Kit's plastic components

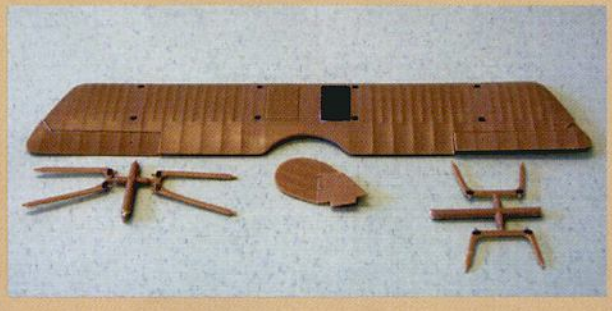


Two etched sheets are provided, including (left) prepainted instruments and seat harnesses

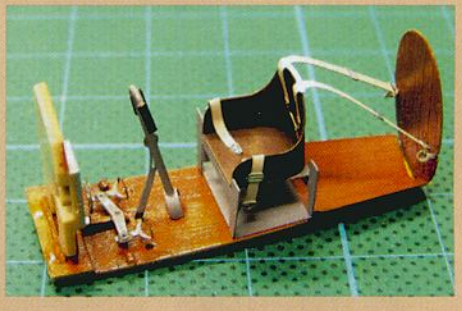


Moulded detail on fuselage halves marked for removal and replacement with etched parts

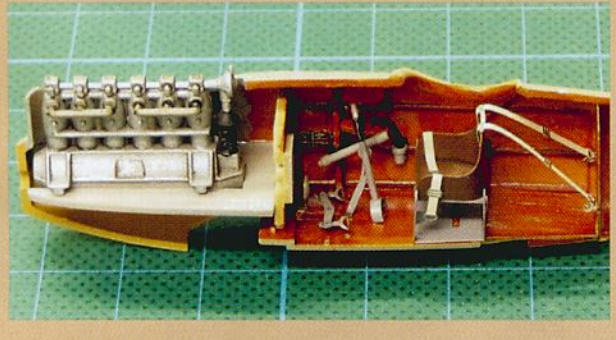




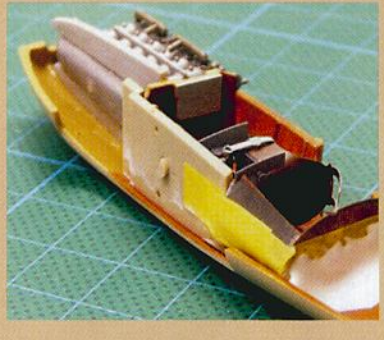
Simon's first step was to offset the control surfaces and replace moulded hinges with lead foil



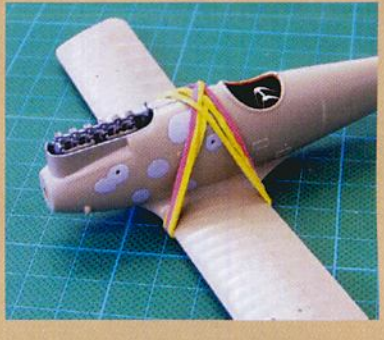
Cockpit sub-assembly completed ready for installation



Fuselage walls were primed and overpainted with Testors enamel, then Burnt Sienna oil paint applied to simulate grain of original layers of thin plywood strips that formed a strong monocoque fuselage



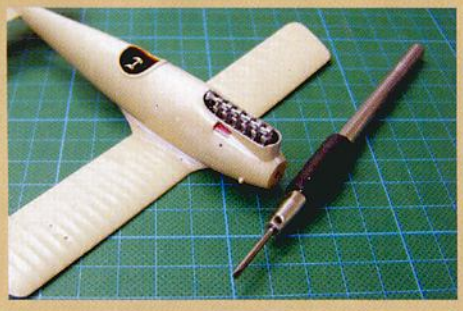
Additional support for the interior from strips of Tamiya tape and a fillet of PVA glue



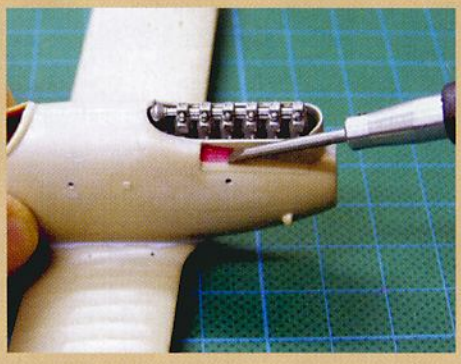
"Now the basic airframe takes shape quickly with the addition of the lower wing"

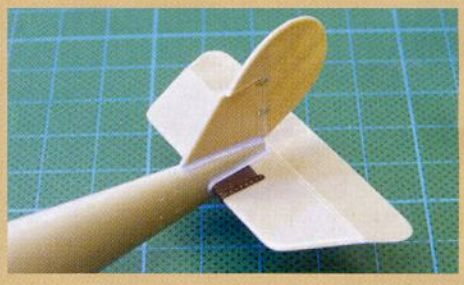
enhancements, moulded detail was removed from the fuselage halves.

Heeding my own advice from the initial review, the first task was to drill the strut attachments. This accurately identified their placement for the later stages of the build and would ease final assembly. Turning attention to the interior the fuselage sidewalls were primed, overpainted with Testors enamel 1735 wood, and once cured, Burnt Sienna oil paint was applied to simulate the grain of the plywood panelling. On the real aircraft this plywood was laid down in thin strips, two layers in opposing directions about a spiral axis, not in a simple longitudinal fashion. This produced a strong monocoque fuselage and allowed the use of light spruce longeron framing with ply formers to provide the oval cross-section. On the model this was represented by brushing the oil paint in a diagonal pattern, before picking out the longerons with a Burnt Sienna/Payne's Grey mix. With hindsight my colour choice is too dark, though the overall effect is pleasing. Having selected a combination of photo-etch and stock styrene components for the fuselage insert, this was assembled and painted. This combination gave improved depth to the interior components over the full photo-etch approach in the original build. Enclosing this sub-assembly within the fuselage halves was readily accomplished, as Eduard's engineering is spot-on. A technique found useful at this stage was to provide additional support to the interior using strips of Tamiya tape and a fillet of PVA wood glue. Once in position the Tamiya tape could be hardened with careful application of superglue, while the PVA is more forgiving in use, dries colourless, will not 'fog' as CA-based glues may, and provides a degree of shock-resistance that has saved me more than once! While it may look excessive in the accompanying photo, being water-based, the PVA shrinks as it dries, leaving a nice strong fillet. Weight increase is minimal, again due to evaporation. Now the basic airframe was taking shape quickly with the addition of the lower wing and empennage. A couple of points from the original build are worth reiterating. On the full-size aircraft the fin was built integral with the fuselage and therefore needs to be added at this stage so the joint can be addressed and blended into the surrounding structure. Secondly, the tailplane has

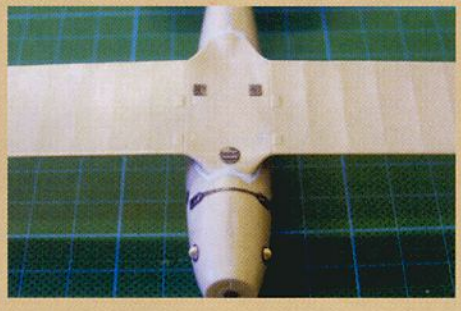


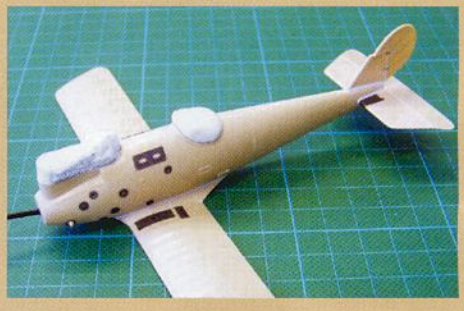
Micro Chisel used to deepen the gun troughs



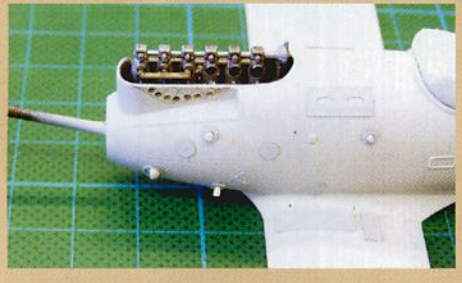


The tailplane has an inverted airfoil section. "It feels slightly odd to glue the tail in this orientation but rest assured it is correct"

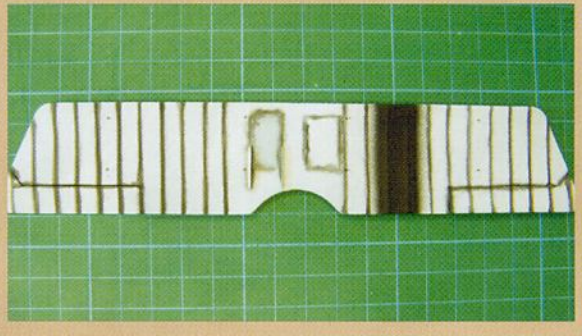




Home-made tools — stretched sprue glue applicators and Blu-Tack-tipped cocktail sticks — are perfect for placing small photo-etched components. "Two minutes spent preparing these tools before you start can save much frustration later on…and at no real cost!"



Advice from 'The Aerodrome' website quickly brought unwelcome news. In British hands the Pfalz's standard upper cowling was removed and new panels of differing shape installed, accomplished here by chain-drilling then carefully sanding



Top surface of upper wing primed and crudely pre-shaded

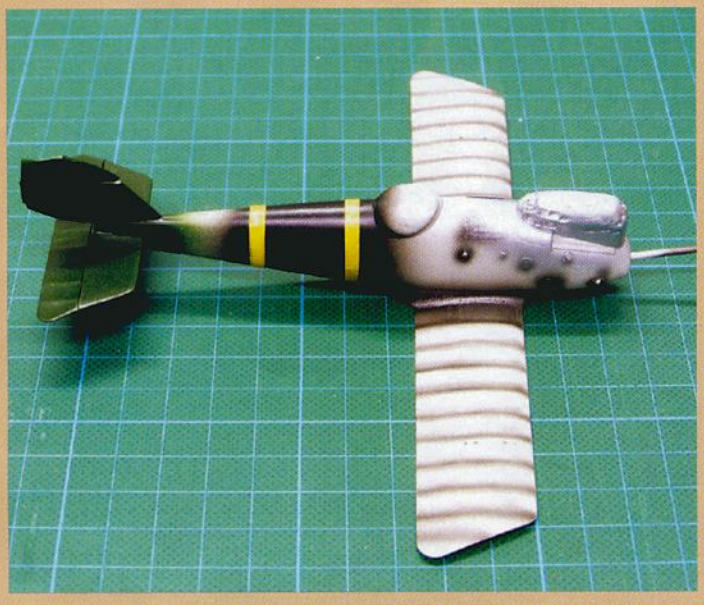
Simon solved the biplane modeller's perennial problem of how to hold the upper wing for painting with a lollipop stick carved to match the aerofoil section then superglued to the tape mask

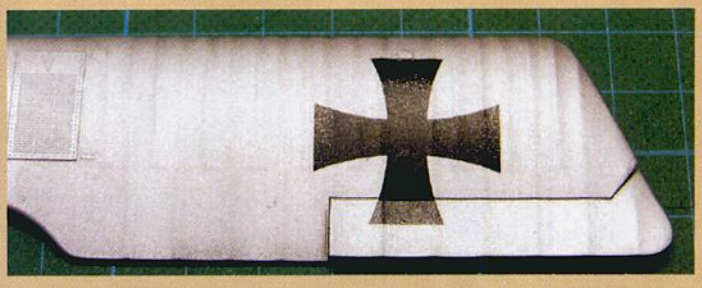
an inverted airfoil section, purportedly an aid to spin recovery. It feels slightly odd to glue the tail in this orientation but rest assured it is correct.

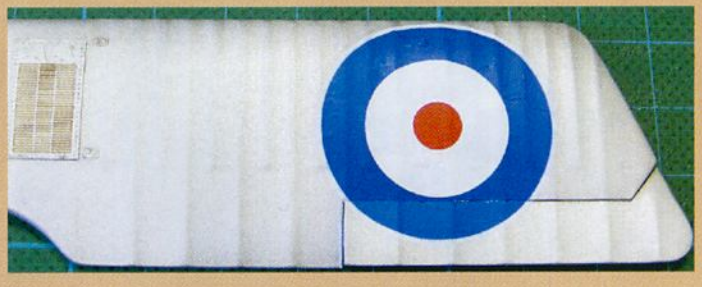
Having completed the basic airframe now is the time to prepare and place the photo-etched exterior pieces. Any scarring of the fuselage inflicted when the moulded detail was removed was dealt with by application of Tamiya liquid primer and sanding. All of the main joints were similarly addressed at this time. When the D.III was conceived great efforts were made to streamline the aircraft. To this end the two Spandau machine guns were contained within the forward fuselage cowling, only their muzzles protruding. On the D.IIIa this was revised and the guns exposed in order to facilitate maintenance, but for this model the gun troughs needed deepening and the guns themselves modifying, with all but their muzzles discarded. Mission Models' Micro Chisel is the tool for the job here and worth every penny of the purchase price. Two home-made tools prove invaluable for placing the photo-etch: stretched sprue glue applicators, and Blu-Tack-tipped cocktail sticks. Two minutes spent preparing these tools before you start can save much frustration later on. Not only quick to produce but made at no real cost!

With all the photo-etch added save for the pilot's recessed steps, one of which was distorted in the review sample, thoughts turned to laying down some paint, and the airframe was quickly primed. The German scheme is well documented in Eduard's markings sheet, but I had been struggling to find photo documentation of the aeroplane when in British hands. A call for help on 'The Aerodrome' website quickly brought results, along with an unwanted piece of information. In British hands, as an aid to engine maintenance the upper cowling was removed and new panels of differing shape substituted. This would need to be depicted in the model. There was no option but to remove the engine masking and modify according to my new found reference. This was accomplished by chain-drilling within a pencil-marked boundary, removing the unwanted piece, then carefully sanding back to the pencil line. In reality putting right this perceived setback took no more than 20 minutes' work.

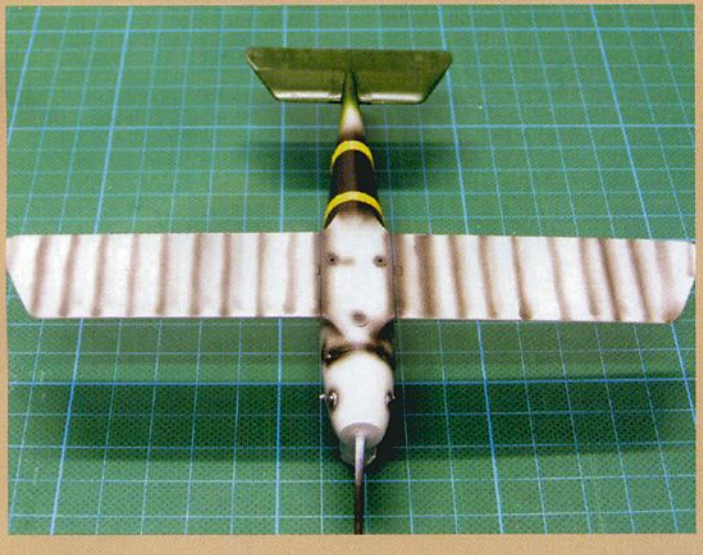
One of the perennial problems faced by biplane modellers is how to hold the top wing for painting. In this



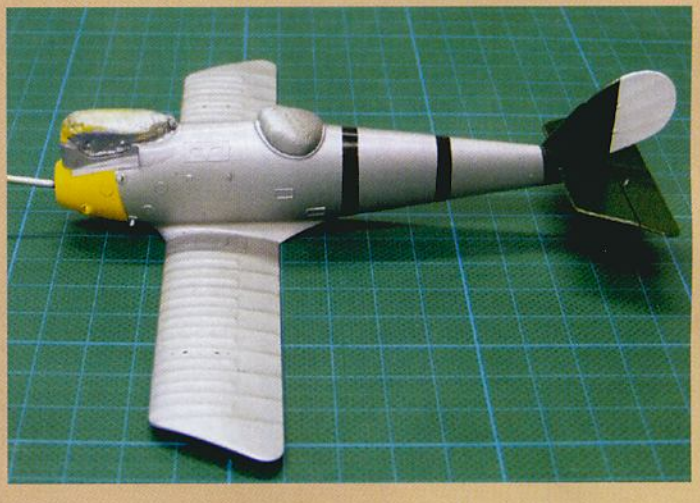




Iron Cross decals went on first, followed by RFC roundels, whose slight translucency allowed the crosses just to show through



Mid-fuselage black bands masked — "the most difficult job of the whole build" — and ribs pre-shaded ready for overall coat of Testors chrome silver 24



Overall silver coat and yellow nose panels completed

model the chosen scheme provided the answer. 1370/17's port wing sported a black identification band, so the upper surface of the wing was primed and then crudely pre-shaded in Humbrol 85 coal black. The area covered by the band was sprayed at the same time, and once it was dry it was masked out with Tamiya tape. Now for the clever bit. A Popsicle stick was carved to match the upper surface profile and superglued to the tape mask. Additional support was provided by Blu-Tack fillets either side of the stick — no drilling of holes in thin wing sections and a very solid handle! Now the lower side of the wing could be primed, shaded and masked before the entire wing was painted with Testor's aluminium 1781, and once dry with Humbrol Gloss Cote. All this time I was pondering how to represent the British markings. The obvious choice was decals, but my spares box proved lacking. Painted markings would be authentic and feasible using an Olfa Circle Cutter to produce masks. This approach would be time-consuming, however, and I envisaged problems making the roundels truly concentric. Feeling brash, I sent an email to Eduard and very soon an envelope arrived containing no fewer than five decal sheets with enough roundels and fin flashes to finish this build and resupply the spares box. Thanks Eduard! Having selected suitably sized roundels for the upper wing, these were applied over the previously placed crosses. Here a slight translucency in the roundels allowed the cross to be just discernible — excellent. This would help tell the tale to the casual observer. With a sealing coat of satin varnish (50/50 mix of Humbrol Gloss and Matt Cotes) the upper wing was set aside and fuselage painting addressed in earnest. The first task after priming was to spray the rudder Testors matt white. This would become the base that would later accept the fin flash. Having painted the upper wing band it seemed an obvious choice to paint the two parallel fuselage bands aft of the cockpit. The mid-fuselage section was duly sprayed as the main airframe was shaded and the two bands masked with Tamiya tape. This proved the most difficult job of the whole build, having to maintain an even and parallel arrangement on a curved surface. With these in place the altered cowling was sprayed Testors chrome silver 2734 and the tail

Main components painted, decalled and ready for final assembly

It's coming together — main airframe components have been assembled here. Deflected ailerons, elevators and rudder add interest

Clothes peg 'weights' were used to tension the smoke-coloured invisible mending thread during the rigging process

Mending thread was also used for elevator and rudder control cables. Stretched sprue would have been a better choice, as the thread couldn't be tensioned sufficiently to produce a truly straight cable

section with Gunze H6 acrylic. These were sprayed taking care with the direction of spray pattern such that overspray was not an issue and masking not required. Due to the fragile nature of the metallic finish and the need for further masking a sealing coat of Gloss Cote was applied locally. After being allowed to dry for 48 hours the tail was protected with a polythene food bag and tape. Before laying down the Humbrol gloss yellow 69 at the nose, the areas of the cowling that would remain chrome silver were outlined with 1 mm strips of Tamiya tape. At this width tight curves are quite within the tape's capability. Humbrol Maskol was allowed to flow to the tape margins and complete the masking. This masking medium is extremely useful but often under-utilised. My advice: don't be stingy, apply a thick layer and there will be no problems. With the yellow laid down a further 48 hours were allowed for the paint to cure. All that now remained to complete the basic painting was to apply the aluminium. The same masking techniques as outlined above were used to protect the tail and cowling. Having become dissatisfied with the masking of the fuselage bands they were replaced. Once I was happy the aluminium was quickly applied and again an application of Gloss Cote followed to allow for decalling. At last the moment of truth — all but the Blu-Tack masks were removed, revealing the basic scheme.

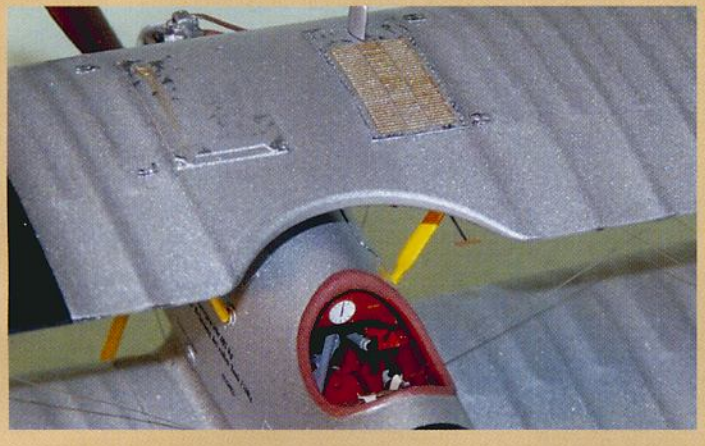
A compromise had to be made at this point, brought about by using decals never really designed for the chosen scheme. The fuselage and lower wing roundels were slightly undersize and the fin flash could not be fitted to give a uniform width to the three bands. Whilst this might not please purists, a neat and quick result was achieved. Once sealed, all the main airframe components were laid out ready for final assembly. With the fuselage attachments drilled through, wire pegs were inserted into the cabane and undercarriage struts to strengthen these joints. Using a pin (head removed) held in an X-Acto knife, a small indent was made centrally in the moulded strut attachment. This was then drilled with a 0.3 mm bit held in a pin-vice. A drilled depth of 1 mm was all that is required to provide a secure footing for the wire peg and these were fixed in place with superglue. This step allowed the upper wing to be positioned and glued without resorting to a jig. At this stage the fuel and coolant lines were fabricated from 8- and 15-amp fuse wire respectively. To obtain a neat joint at the base of the paired fuel lines the joint was soft-soldered rather than glued. Superglue then fixed them in place. Prior to fitting the undercarriage the rigging was addressed. Having pre-drilled the attachment points this was easily, if slowly, accomplished. Clothes peg

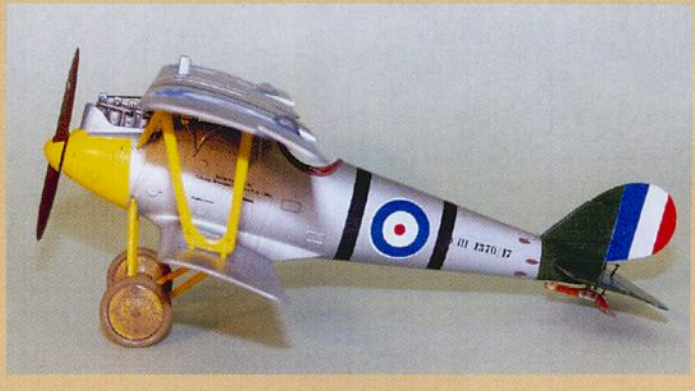
References:

- German Aircraft of the First World War, by Peter Gray and Owen Thetford. Putnam, 1962.
- Jane's Fighting Aircraft of World War I. Studio, 2001
- The Jasta Pilots, by Norman Franks, Frank Bailey and Rick Duiven. Grub Street, 1996.

Acknowledgements

My special thanks to Greg Vanwyngarden and Stephen Lawson from 'The Aerodrome' web forum for assisting me in my search for documentation, and thanks also to Eduard for providing the additional decals.





'weights' were used to tension the smoke-coloured invisible mending thread and once the superglue had set a Mission Models Micro Chisel was used to cut the excess flush with the undersurface of the bottom wing. With the mending thread on the bench the same material was employed to depict the control cables for the elevator and rudder. In hindsight this was the wrong choice of material. Stretched sprue would have been a better.

The problem? The thread wasn't rigid enough and couldn't be tensioned sufficiently to produce a truly straight cable — something to remember for the next model! Now the lower roundels were applied, and these admirably covered the areas where the rigging had protruded. Sealed with the Gloss/Matt Cote mix used previously, the build was nearing completion. All that remained to do was add the undercarriage and its associated rigging. For this the model was supported inverted on a polystyrene block. Having previously pinned the undercarriage struts for the forward fuselage mount, the resulting joints were much stronger. As an added benefit the struts were effectively self-supporting and gluing again proceeded without the use of a jig. The bracing wires were added and trimmed before the wheels were glued into position, closely followed by the propeller/spinner assembly, which was left free to rotate. Thinned PVA glue was now applied with a fine brush to the rigging attachment points and allowed to flow into the drill holes, effectively filling them. Touched-up carefully with the base colour, the rigging then really became part of the model.

The final stage for this model should have been to apply the British designated aircraft number G.110. The photographic reference to which I had access shows this to have been very neatly applied. With no appropriate decals to hand, and not trusting my ability to brush paint the markings, I opted to leave them at this time. Maybe later!

So there you have it, Pfalz D.III 1370/17 in British markings. This build was a departure from my normal 'box stock' approach. I learnt a few valuable lessons (not least mixing and matching my rigging materials) and thoroughly enjoyed the experience. I know it's not perfect: looking again at the references, the tailplane should sport new support struts, and I have no idea as to how the starboard cowling was modified, if at all. Then there are the unequal fin flashes and poorly proportioned roundels. In fact quite a list of defects, but despite these inaccuracies, I like the finished model and the story it tells. I hope you do, too.

There really is just one last thing to say... Whose Pfalz is it, anyway?

SAMI

BUILD **1/72**

BY JIM LUND

Boeing Model 80A-1

Scale: 1/72	Kit No: MS-106
Panel Lines: Recessed	Price: TBA
Status: New Tooling	Type: Vacform
Parts: Vacform 39, Injection Moulded Plastic 34, Vacform Clear 1	
Decal Options: 1	Manufacturer: Broplan
UK Importer: Aeroclub	

Boeing's First Airliner

After waiting 40 years for a kit to come along, Jim Lund wasted no time in building Broplan's Boeing Model 80A-1

I have wanted a model of the Model 80 in 1/72 scale for over 40 years. Broplan's kit of the Model 80A-1 is the first of its kind in any scale. This model was a long time coming for a number of reasons: the Model 80 never served in the military; it was a biplane with engines awkwardly mounted on interplane struts; it was made up of a combination fabric-covered frame and corrugated metal exterior, fully exposed radial engines and complex exhaust systems and triple tail; and it had a very complex paint scheme that required a large decal sheet.

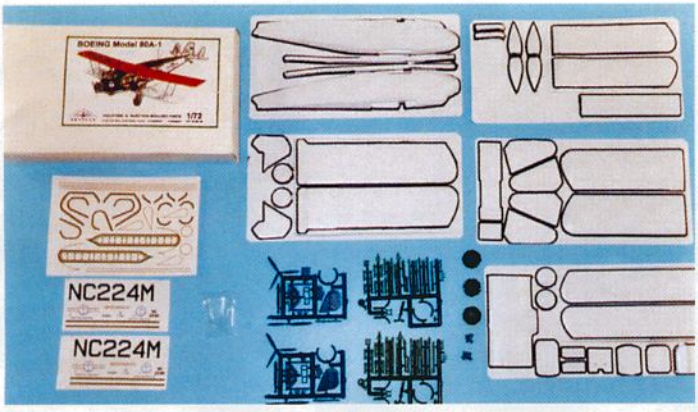
All of these factors meant that no mainstream kit manufacturer would touch it. I knew what the problems were, so I was sure the cottage industry had to be the ones who would produce it. Janusz Brozek Broplan Models of Poland is the man who tackled the considerable task. Broplan needed top quality plans and these were not available in Europe. I live in California, so it was a short trip up to Seattle, Washington, home of Boeing Commercial Aircraft, where, from the archives of The Museum of Flight — where the only surviving example is on display — I bought a very detailed set of plans for the Model 80A-1 in 1/48 scale. I reduced them to 1/72 and sent them along to Janusz with a copy of the late Peter Bowers' profusely illustrated

Boeings then... Boeing Model 80A of Boeing Air Transport. Not conventional tail unit prior to modification to the triple-fins that characterised the 80A-1 as modelled by Jim Lund (Boeing)

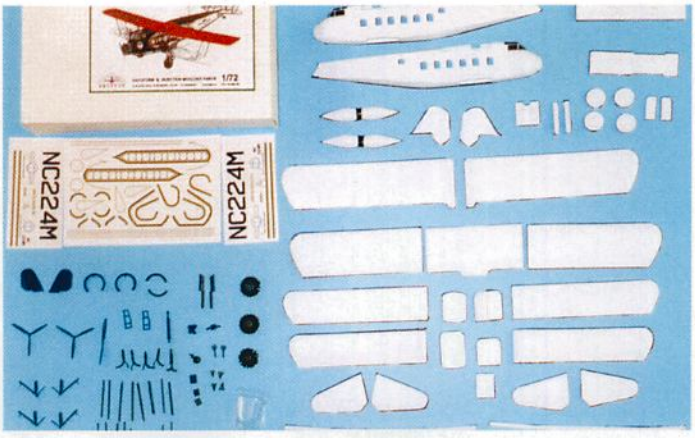
History

Designed in 1928 and first flown in August of that year, the Boeing Model 80 was the company's first dedicated passenger-carrying transport. A tri-motor biplane powered by three 410 hp Pratt & Whitney Wasp radial engines, it could carry 12 passengers in four rows of seats in 2+1 configuration with an aisle offset to the starboard side of the cabin. The forward fuselage was of welded chromoly steel tube construction with bolted together square-section Duralumin for the aft section, and the wings were also principally of steel, detachable from outboard of the wing-mounted engines. With a maximum speed of 128 mph and a cruising speed of 115 mph, the aircraft had a range of 700 miles. Four Model 80s were built, two of which were modified in 1931 as Model 80 Specials with new tail units and streamlined low-drag fairings over their exposed engines.

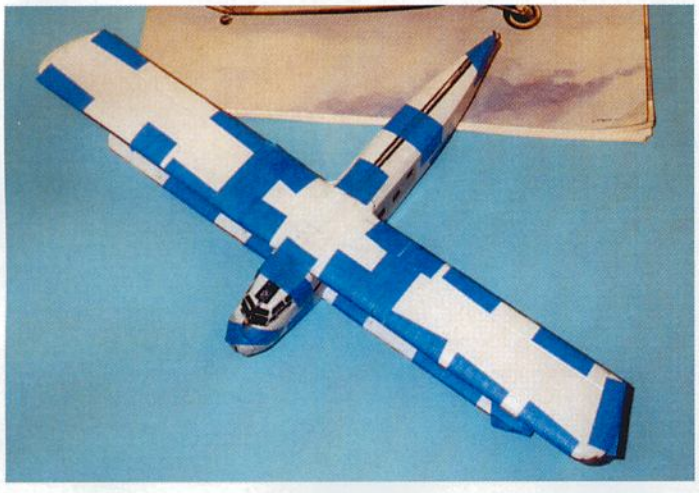
The Model 80A, which first appeared in September 1929, was an improved version that differed in having revised wing and fuselage structure, NACA-cowled 525 hp Pratt & Whitney Hornet Bs mounted in streamlined nacelles in place of the earlier Wasps, and seating for up to 18 passengers. It sold for



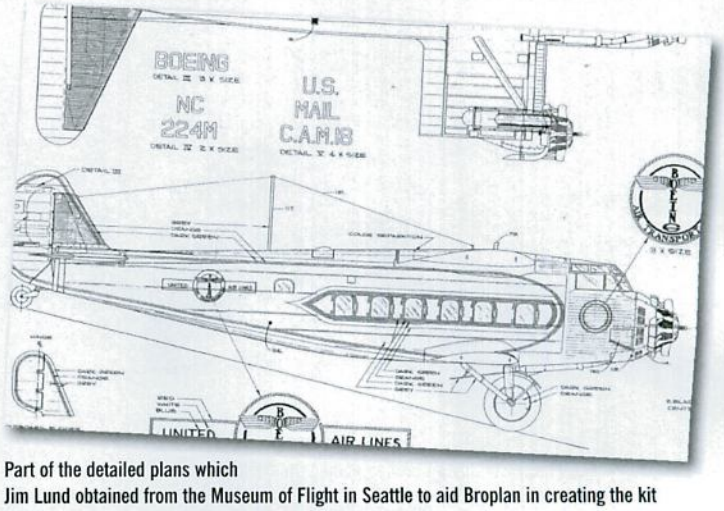
Broplan kit parts marked out for separation from the vacform sheets



Parts prepared for assembly



Main airframe components taped together for fit check



Part of the detailed plans which
Jim Lund obtained from the Museum of Flight in Seattle to aid Broplan in creating the kit

book *Flying the Boeing Model 80*.

As a result, Broplan has produced a kit that is 100% accurate. All ribs, corrugations and cockpit details are there. In the past Broplan have used soft .030 styrene sheet for their vacform parts. This kit uses sturdy .040 stock. Scoring and snapping has never been easier, and there is little flexing in the rubbing down procedure, so all the marvellous detail is retained.

The injected plastic parts have lots of flash, but after careful trimming with a #11 X-Acto blade the parts fitted perfectly. The decal sheet — a must for the very complex Boeing Air Transport scheme — is well engineered and fits to perfection. However, on my sample the decals were extremely brittle and would disintegrate when transferred. I recommend spraying two light coats of clear acrylic to the decal sheet, or perhaps copying them onto more flexible decal stock.

Fuselage interior

The kit provides complete cockpit detail, forward bulkhead, passenger compartment floor, rear bulkhead and aft lavatory. However, no passenger seats are included, so if you want them they must be scratchbuilt. Normal seating, depending on model, was four or six rows of three seats, two on the port side and one to starboard, separated by an aisle. The interior colour was light grey cabin with brown leather seats.

Before installing the interior I painted the area outside of the windows in dove grey. Because the cabin windows on the full-size aircraft could be opened they were mounted slightly inside the frames. The clear styrene sheet provided by Broplan for cabin glazing was glued inside the fuselage halves and masked with strips of tape, and once the interior cabin walls had been painted the fuselage halves were joined.

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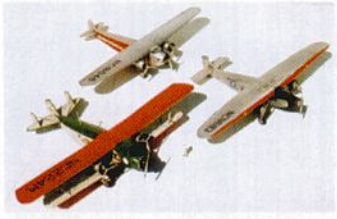
The Boeing's cabin was plushly furnished with mahogany trim, balsa wood insulation, heating and ventilation, and individual reading lights (Boeing)

Model 80A-1 cockpit (Boeing)

$75,000 in 1931. After the first two aircraft had been completed, a triple-finned tail unit was introduced to improve directional stability and the engine cowls were removed, all 10 production aircraft being redesignated Model 80A-1 (the subject of Broplan's kit), while two more were completed as the Boeing Model 226 — a private transport for the Standard Oil Company — and Model 80B, which had an open cockpit to assuage 'old time' line pilots reluctant to adopt the newfangled enclosed cockpit, but was soon converted to standard 80A-1 configuration.

The heated and ventilated cabin interior was comfortably furnished with

Gallery



Boeing Model 80A with Airfix Ford 5-AT tri-motor (right) and mostly scratchbuilt Fokker F-10, for which Jim used the wing from FROG's Fokker F.VIIb/3m 'Southern Cross'

Boeing Model 80A posed with Stinson Model A tri-motor from J&L kit

American Airways American Pilgrim 100A from the O'Neill kit

Bizarre-looking 1935 Capelis XC-12 — note biplane tail unit — was scratchbuilt. The sole example was sold to RKO Pictures and featured in a number of movies, including 'Five Came Back', 'Flying Tigers' and 'Night Plane from Chungking'

Curtiss T-32 Condor of American Airways, from a J&L vacform kit

The sole Douglas DC-1, converted from an MPM DC-2 kit

Boeing 80s were the first US airliners to carry stewardesses (Boeing)

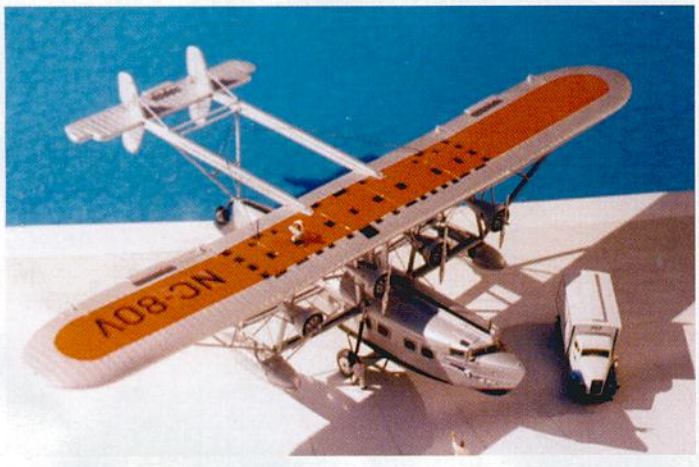
Sole survivor of the Model 80 series is NC224M, preserved in the Museum of Flight at Seattle. Discovered as a wreck on a scrap dump in Alaska, it was transported to Seattle in a USAF C-124 Globemaster and rebuilt to pristine condition in original BAT colours

individual seats, polished mahogany plywood trim over a core of balsa wood for insulation, reading lights for every passenger, coat/hat racks and an aft lavatory with hot and cold water. Initially 'male couriers' looked after passengers' needs, but they soon gave way to the first stewardesses to fly with US airlines. BAT hired eight qualified nurses who were responsible for passenger comfort, feeding and safety. Their secondary duties included collecting tickets, helping to load baggage, cleaning up the cabin and assisting the flight crew with refuelling. This seems like a lot to ask, but many wound up marrying the rich businessmen who frequented their flights.

The Model 80A-1 entered service on Boeing Air Transport's Chicago-San

Howard Hughes' 1938 round-the-world record-breaking Lockheed 14 Super Electra 'Hughes Special' modified from an Airfix Lockheed Hudson kit

Merlin kit of the 1929 Boeing 40B in the colours of Seattle-based Pacific Air Transport



Jim scratchbuilt this Sikorsky S.40 flying boat

Wiley Post's Lockheed Vega 5 'The Winnie Mae', from the MPM kit

Fokker F-10 of Western Air Express (left) with Pan American Airways F-10A, both scratchbuilt

BAT Model 80A-1 overhead Chicago (Boeing)

...and coming soon. The 787 Dreamliner, latest in the line of Boeing commercial airliners, is due to fly next year and enter airline service in 2008

Francisco route in May 1930, flying daily round-trips, and later operated a night service between Oakland, California and Salt Lake City, Utah. In March 1931 Boeing Air Transport, National Air Transport, Varney Air Lines and Pacific Air Transport merged to become United Air Lines, providing coast-to-coast passenger and mail service in 27 hours' flying time.

The Boeing biplanes flew with United until 1934, when they were replaced by the twin-engined all-metal Boeing 247 monplane. Several passed on to smaller carriers, and one, equipped with neon lights, was used as a flying signboard in

continued... from 169

For the cockpit glazing I trimmed out all window openings using the engraved frames on the vacform fuselage as a guide. The very clear vacformed canopy then fitted over it like a thin latex glove.

Wings

Vacform spars are provided. I stiffened them by bonding .040 styrene onto the backs of the spars. That gave the proper dihedral. The lower wing was installed on the fuselage first and after the glue had set and I'd checked that all was square, I installed the top wing, which is in three parts, with dihedral on the two outside sections. I recommend that after joining the two lower wings and the empennage to the fuselage you spray the entire airframe grey. Mask it off and spray the top of the upper wing and the bottom of the lower wing in International Orange.

Next came the decals, except for the round Boeing logo on the nose. At this point I also decalled the two engine nacelles, which had not yet been installed. Then I used a water-based enamel (Floquil) to do the dark green areas, as it could be carefully brushed into the green of the decals that were already in place. A note about the decals: they are printed without white, so for placing the Boeing Air Transport logos you must first provide backing. I used white decal film cut to size

It was time to install the undercarriage and interplane struts (with nacelles attached) to the locations accurately marked on the wings, followed by the engines, exhausts and propellers. Broplan did not provide the exhaust pipes between the cylinder heads and collector ring, so I scratchbuilt them.

Rigging

Everybody has his own way of doing this fiddly stuff with stretched sprue or monofilament thread. I like to use .010 stainless steel wire (from Detail Associates, Box 5357, San Luis Obispo, California 93403, USA, but you might find similar wire in the UK). All flying wires are double, so have fun.

Conclusion

This kit is for the very experienced modeller. Just as it was a great challenge to tool it, so it was a great challenge to build it, but the finished product is a colourful and attractive addition to any collection of historical models. Just to look at it brings a thrill of what taking a commercial flight in the early 1930s must have been like.

SAMI

787's futuristic two-man flight deck, a far cry from the Model 80's cramped cockpit! (Boeing)

the Los Angeles area. Boeing Air Transport's second Model 80A-1, NC224M, ended up with Alaskan aviation pioneer Bob Reeve, who installed a large door in the starboard side of the fuselage and used it to haul outsized cargo, including an 11,000-pound boiler — at the time the largest single item ever carried by air. The veteran biplane retired from active service in 1946 and was later abandoned on a dump in Anchorage, from whence its remains were salvaged in 1964 and flown back to its birthplace, Seattle, aboard a USAF C-124 Globemaster. An extensive restoration effort by volunteers from the Auburn Chapter of the Boeing Management Association was concluded on 21 October 1981 when the Model 80A-1, appropriately named City of Auburn, was donated to Seattle's Museum of Flight, where it takes pride of place in the collection's Great Gallery.

SAMI

Depending on model, the 787 Dreamliner will carry between 210 and 330 passengers. Long-range versions will fly up to 8,800 nautical miles non-stop (Boeing)

BY TREVOR PASK

BAC (TSR.2) to the Future

Trevor Pask undertakes a 'What Might Have Been' project with Airfix's much-prized TSR.2 kit

BAC TSR-2

Scale: 1/72	Kit No: 07004
Price: £16.99	Decal Options: 3
Panel Lines: Recessed	
Status: New Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 94, Clear 6	
Manufacturer: Airfix	

Modelling fictitious subjects can be a controversial practice. For a number of years there has been a hardcore group of modellers who have imagined what would have happened if WWII had continued and some of the advanced German aircraft projects had become reality — the so called 'Luft '46' movement. Many modellers have traditionally taken a dim view of this practice, even when it went mainstream to a degree with the likes of Revell AG and Tamiya producing modern injection-moulded kits of German aircraft which existed as only conceptual drawings, or at most as half-finished prototypes abandoned at war's end.

Moving away from WWII, in the 1990s Maintrack produced a series of vacform kits of various British post-war prototypes and paper projects. This series was popular, and various other small companies have gradually been producing resin kits covering a similar subject matter. However, the appearance of the Airfix TSR.2 kit at the beginning of 2006 has finally led to fictitious or alternative history modelling becoming mainstream.

As most enthusiasts know, the TSR.2 had only completed a handful of test flights by the time the project was cancelled in 1965. A feasibility study to revive the project was undertaken in the early 1980s, but in all likelihood had the aircraft gone into production as planned it would have had a 30-year service life and would have been phased out in the late 1990s or early this century. Undoubtedly the TSR.2, which may have been called Eagle in service, would have worn a variety of colour schemes, and it is this aspect which has so excited many modellers. It's a trait which is long overdue in modelling circles in my opinion. All models are artistic creations to some degree, and creating a 'what might have been' or 'what could be' subject is as valid an undertaking as trying to reproduce exactly a particular subject caught at one moment in time.

A Challenging Build

Certainly within the UK, this kit was perhaps the most eagerly awaited release in recent years. An injection-moulded TSR.2 from Airfix was a major event, and when it became apparent that they were planning a limited run of only 10,000 kits, the entire production run was sold out within a few weeks. I don't think that many ever saw a shop's shelf, and unmade examples are already fetching very high prices on the second-hand market.

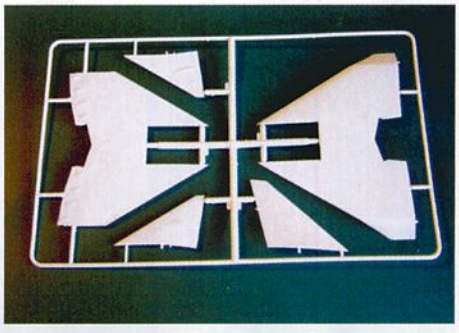
I have read reviews which say that the kit is the best ever produced by Airfix. In terms of subject matter it is, but objectively the quality is a little nearer the limited-run efforts of manufacturers such as Special Hobby rather than Tamiya and Hasegawa. It is natural perhaps to get carried away by the fact that a decent TSR.2 kit exists at all, but the kit seems to have been designed by a different team to those responsible for Airfix's 1/48 scale Lightnings and late mark Spit/Seafires. In execution and style the kit is nearer to the 1/48 scale Hawk series which so disappointed.

The kit builds up in a straightforward manner, but for a contemporary production, it is important to stress the following limitations:

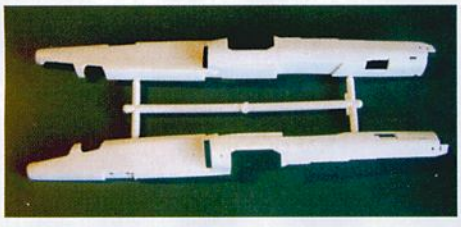
- The levels of detail of some areas such as the cockpit are fairly basic, even allowing for the small scale.
- The recessed surface detail is soft and a little indistinct.
- The fit of parts is average-to-poor, which results in a lot of filling and the loss of much of the surface detail which is included.

The eagerly awaited Airfix TSR.2 kit as it comes in the box

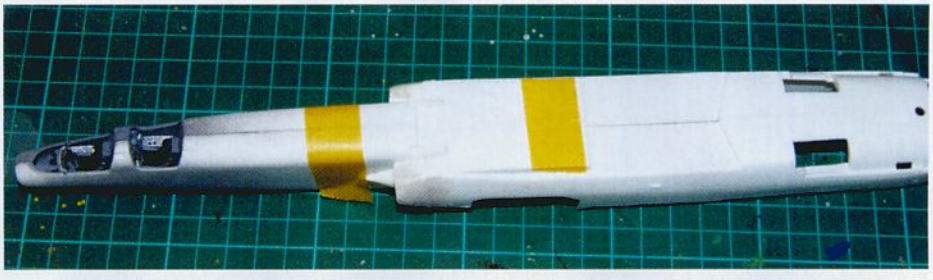
A mass of parts



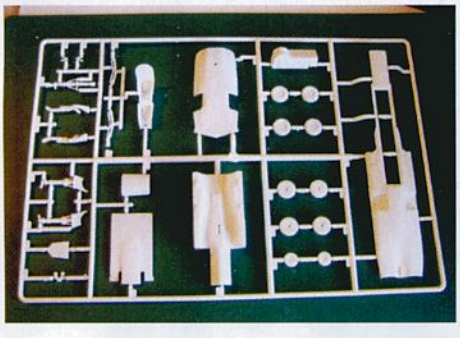
The main wing components



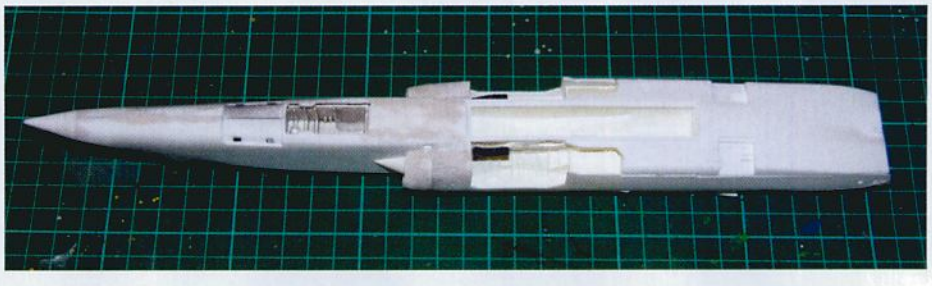
The main fuselage components



Basic construction underway and the start of the realisation that the kit will not fall together



The other main sprue



The first lot of filler applied

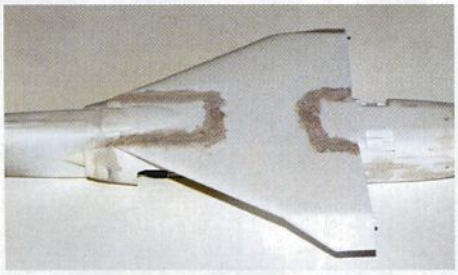
I appreciate that such comments are tantamount to heresy in some quarters, but longed-for as it was, it is still important to keep a measure of objectivity about this kit. In terms of subject matter it was manna from heaven for British modellers, but it is also true to say that there are some technical deficiencies about the package which would not have been forgiven if the subject matter had been more run-of-the-mill.

In reality, as the Airfix TSR.2 was probably only ever intended for serious modellers, the company probably got the investment in the kit exactly right. Investing more to create a contemporary Tamiya- or Hasegawa-standard kit would probably have been a waste, as the subject matter was always likely to appeal only to the more serious and mature modeller. The TSR.2 was quite an ungainly aircraft, it does not have as much of an iconic status in the hobby outside the UK, and in its overall white prototype form, hardly has dramatic box art appeal. It is also a large model and the expense would put off the casual buyer. So in terms of investment in the kit for its likely market, Airfix may have got it just about right.

These comments aside, of course the Airfix kit is capable of being built into an impressive model, but it requires care, and the application of some traditional modelling techniques.

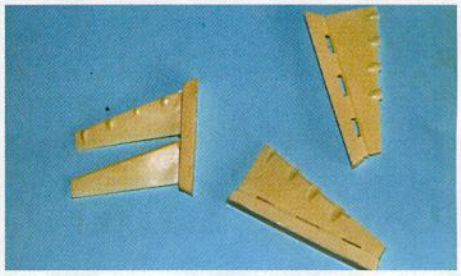
The lack of cockpit detail is somewhat academic as little can be seen — especially in the rear cockpit if the canopies are closed. Resin and photo-etched aftermarket replacement sets are now available from the likes of CMK, Eduard and Pavla, but I decided to use the kit's decals for the instrument panels, and include the very good crew figures supplied.

A more serious fault is that few of the main components fit well, and large amounts of filler are required at all stages of the build. The wing-to-fuselage joints are especially bad, and the repeated filling and sanding removed virtually all of the panel lines. In order to get a neat fit of the wing all of the engraved flap detail had to be removed. I had intended to rescribe this later, but after several months the issue of a CMK resin set offered a solution. I say several months because I put this project away in its box at least four times over the



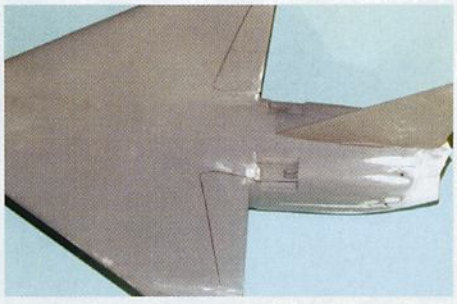
The wing-to-fuselage joint requires a considerable amount of filler

A coat of Halfords Grey Plastic Primer simply revealed where more filler was required

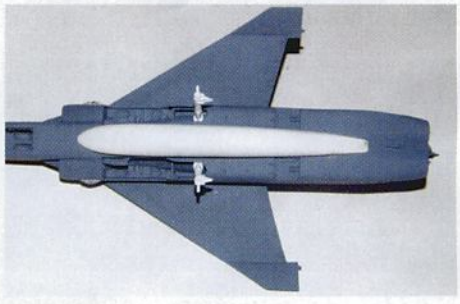


The CMK resin wing flaps

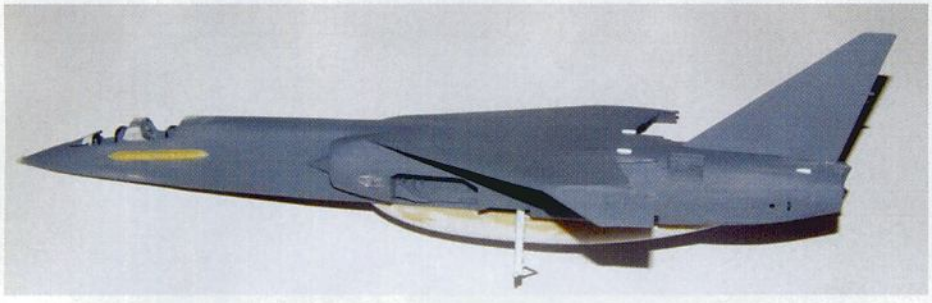
SAM Publications' Resin Set Two for the TSR.2



Marking out where the wings should be cut away. (This should have been done earlier in the build!)



Attaching the ventral fuel tank



Building up the small details on the model. At this stage I actually started to think I might get an acceptable result

Some of the decal sheets used in this project

course of six months, to work on less demanding projects. Maybe my expectations were too high, but it was that kind of project.

Some Worthwhile Additions

Eventually, after successive coats of Halfords grey plastic primer started to suggest that I was getting there with the airframe, I decided to invest in some aftermarket resin accessories to make the model I was now more confident of finishing a bit more unusual.

The CMK wing and airbrake set was purchased to enhance those slab-like wings that I had completely filled over to disguise the horrendous joints. Unfortunately, the flaps were designed to be fitted on wings cut prior to being married to the fuselage. Undeterred, I used the main portion of the flaps to trace the areas on the model's wings that needed to be removed, and set about the task with a razor saw and needle files. This work predictably loosened some of the filler I had laboriously applied, but a little tidying up set things straight, and the CMK parts proved to be an acceptable fit.

The CMK set also provides some detailed inserts for the airbrake bays, but fitting these require some surgery to the fuselage halves before the basic construction of the kit begins, so mine are waiting for another project. Fortunately I was able to make use of the horizontal stabilisers and their separate control surfaces, which also add considerably to the model.

SAM Publications, parent company of this magazine, produce some of the better aftermarket resin sets for the TSR.2. Of these, one which immediately appealed to me was Set 2, providing an air-to-air refuelling probe, underwing fuel tanks and, most intriguingly, a large ventral external fuel tank. These features would have been standard on many service aircraft, and that fuel tank gives the aircraft a much more predatory look.

The SAM components are of excellent quality and fit the model perfectly. The ventral fuel tank on my example had a few pinholes that required filling, but the rest of the components were perfectly cast. I decided not to use the underwing tanks, but the refuelling probe was a must as it gave the aircraft a more 'operational' feel.

In addition to the resin components, I experimented with a few other lumps and bumps which the aircraft would very probably have acquired in its service life. As the TSR.2 was a little cramped in terms of underwing stores pylons, it was likely that any countermeasures would have been applied to the fuselage or upper wing of the aircraft. I decided to follow the latter track and adapted two drop tanks which originally came with an Airfix Islander. These are pure conjecture, but then so were the markings which I was going to apply.

Decal application underway. A Revell MiG-31 provides a size comparison: the TSR.2 was a big aircraft

Painting and Decalling

A number of aftermarket decal sheets for the TSR.2 have been produced to complement the Airfix kit. All feature a wide variety of markings that the aircraft could have worn. The two Xtradecal sheets produced by Hannants are especially sought-after, as they sold out almost as quickly as the kit itself. I

bought both, but decided in this build to see what could be done using the spares box which has been building up under my modelling table for years.

I chose to model the aircraft as it might have appeared towards the end of its career. Many RAF strike aircraft started to emerge in overall Dark Sea Grey in the early 1990s. Around that time, more colourful unit marking also started to appear on aircraft, and so I chose to cannibalise a range of decals to produce a 6 Squadron aircraft circa 1993. The main decal sheets used were from the Hasegawa and Matchbox Jaguars and the Italeri Tornado.

I used Humbrol enamels for the majority of the colours. The first coat of Extra Dark Sea Grey was airbrushed over a coat of Halfords grey plastic primer. Some matt white was then added, and the model dusted with this lighter colour to create a sense of shadow and tone. The wheel wells and undercarriage were airbrushed matt white and then extensively dirtied by the application of a wash of Dark Sea Grey and matt black. A little dry-brushing with matt Sea Grey gave a final impression of depth. Two hand-brushed coats of Johnson's Klear prepared the model for the decalling.

The shark's mouth decal was from the Hasegawa Jaguar kit, as were the serials. Had the TSR.2 gone into production, the Jaguar might never have been developed, so some of the serial numbers used for this aircraft could have been applied to the earlier design. Still on the Jaguar theme, the old Matchbox kit yielded up a decal of the 6 Sqn's 'flying can opener'. Roundels and most of the stencils were from the Italeri Tornado. The TSR.2 kit's excellent decals were also used for some useful wing and fuselage stencilling.

All of the decals — even those which were decades old — responded well to Micro Set and Sol, and a coat of Humbrol Matt Cote created a uniform finish.

A final dusting with Tamiya X 19 smoke around the underside and edges of the model completed what had been a trying but ultimately satisfying project. At some point I will add some underwing stores, but for now enough was enough.

A couple of coats of Johnsons Klear prepared the model for the application of the decals

Future TSR.2s

Following Hornby's acquisition of Airfix, we do not yet know when or if the TSR.2 kit will be reissued, but we may safely assume that eventually —as most kits do — it will eventually reappear in some guise. Despite the problems I have outlined, it is enormously worthwhile, and deserves a much wider audience. Given the huge interest in alternative history builds of this kit, inclusion of an extra sprue of underwing stores and a decal sheet with some likely schemes the aircraft would increase its potential enormously.

In the meantime, and ironically with the kit now becoming scarce, an increasing collection of aftermarket accessories are coming on the market. My advice is to invest in some of these sets even if you cannot afford the silly prices the now scarce kit is fetching, as by the time it reappears these accessories may be long discontinued.

My next 'future history' project might involve another sound, but slightly flawed Airfix kit — the 1/72 scale Concorde — in RAF service circa 1991. I know that some traditionalists might be appalled, but a part of modelling is about exercising the imagination, and if it does one thing, this model allows one to do that.

SAMI

BY MR ROBIN POWELL

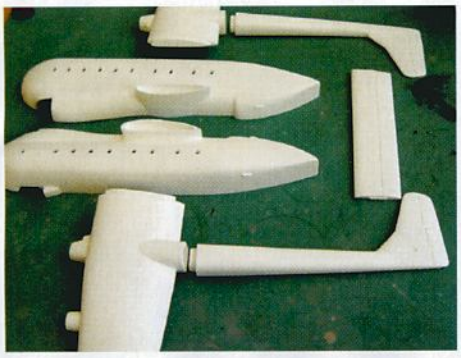
Whistling Wheelbarrow

Robin Powell builds Magna Models' 1/72 scale Armstrong Whitworth Argosy

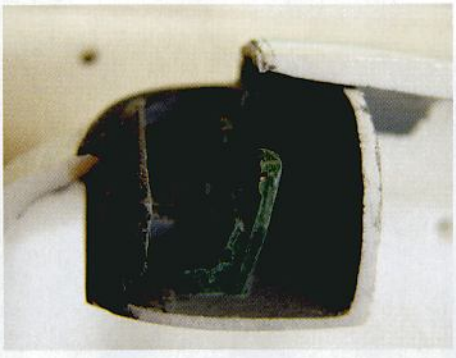
The Argosy was one of those quintessentially British aeroplanes of the 1950s which used a mixture of innovative design and component recycling. While the fuselage, with its access to the cargo hold from both nose and tail (in civilian versions though not RAF aeroplanes, which were rear-loading only via clamshell doors), was innovative and all-new, its outer wings were based on those of the Avro Shackleton MR.3 and the RR Dart engine nacelles firewall-forwards were taken from the Vickers Viscount.

Design was started in 1955 as the A.W.650, initially to Operational Requirement 323 for the RAF, but after the usual cancellation of the OR it was continued as a private venture. The prototype, G-AOZZ, made its first flight on 8 January 1959. Launch customers were the US freight carrier Riddle Airlines and British European Airways.

The more powerful RR Dart 101-powered A.W.660 military variant was ordered for the Royal Air Force, the first flying on 4 March 1961. A total of 56 Argosy C.1s were operated by RAF Transport Command, entering service with 242 Operational Conversion Unit at RAF Benson in November 1961 and with 114 Squadron in February of the following year. Argosies served with the six squadrons, three UK-based and three with the RAF's Middle East and Far East. XP444 of 70 Squadron was the last RAF aircraft to be based on the African mainland when it departed El Adam, Libya on 23 March 1970. By 1974 only two Argosies remained in front-line RAF service, with 70 Squadron in Cyprus, but the type lingered on with 115 Squadron as flight inspection/radio



Major parts are cast in off-white resin and feature scribed surface detail



Cockpit is provided as a single casting to which white metal control yokes are added

Robin used a power tool with 3 mm drill to remove material from the forward fuselage to clean up mating surfaces

Fuselage/wing components mated. Note marks used in conjunction with T-section aluminium brace to ensure wings were correctly aligned before five-minute epoxy adhesive set

Canopy secured and .010" Evergeen strip vortex generators mounted ready for trimming to correct length. "It felt like giving the model a haircut!"

Mr Color gloss white applied over the cockpit area

aids calibration aircraft until 1978. A plan to convert Argosies as navigation trainers for RAF Training Command was abandoned after two had been completed as T.2s.

The RAF version is the subject of this new kit from Magna Models. The familiar stout box contains the usual Magna ingredients of resin castings, vacformed canopies, small parts in white metal, a full decal sheet and comprehensive A4 instructions and A3 full-size plans. Two colour schemes are covered on the plans and decals: an early white-top Transport Command scheme with blue lightning-flash cheatline, and the later Light Stone/Dark Earth/Black camouflage.

The major parts are cast in an off-white resin and feature a considerable amount of scribed surface detail. On the whole this is well done, although some areas would benefit from a bit of sharpening up. The instructions give clear diagrams illustrating the mould pouring points to be removed. There are few of these and the larger parts feature solid locating lugs that really do not want to be removed in error. I used a razor saw to cut off the pour points and found that the majority of the cuts have been arranged so as to be hidden on assembly. There was very little cleaning up to do.

Construction

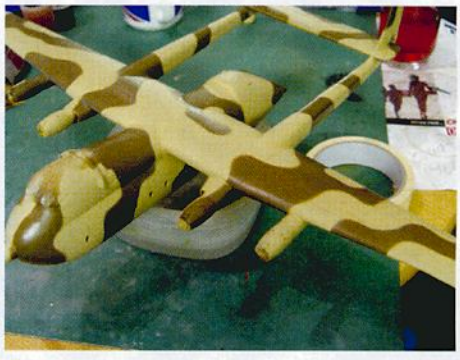
Assembly began with the cockpit, provided as a single casting to which are added white metal control yokes. With this part fixed into one fuselage half, the halves are ready to glue together. This is exactly what I did, neglecting to add the recommended extra weight in the nose. I'd pay for that later. I mated the two halves with care, paying particular attention to matching the panel lines while holding the parts together with masking tape. Having got them aligned to my satisfaction I tacked the halves together with low-viscosity cyano adhesive spotted in between the pieces of tape. When this cured I removed the tape, checked all was still aligned and ran a bead of Zap-A-Gap gap-filling CA all the way around the joint. This served as both the primary adhesive and filler for the joint. With this glue cured I was left with a fine bead proud of the joint all the way around. I ran a marker pen over this and the surrounding resin and carefully sanded and then polished the joint smooth, the disappearing pen mark helping keep my activities to the areas that needed it. Once complete, this exercise left no detectable sign of the joint. I just had to rescribe the panel lines across it, for which I used a Hasegawa Trytool scriber, as it does not tend to dig into the resin as a P-Cutter might.

The nose cap is supplied as a separate piece that is cast in an open mould, so there is a convex outer surface that needs sanding off. I decided that attaining a flat face to the cap and a flat face on the front of the fuselage would be much easier if I removed some material from the centre of the face and just left a ring around the outside to sand flat for the mating surfaces. I did this with a 3-mm milling bit in my power tool. Once this was done, the subsequent sanding of the faces flat was a doddle as there was very little area of material left to remove. I then attached the nose cap using the tape-tack-Zap technique. Thoughtfully, the joint line is not made on a panel line, but a few millimetres aft of it, so the joint can be safely obliterated.

Wings and Booms, Plugs and Sockets

Before fitting the wings I drilled out the integrally cast engine exhausts, as recommended in the kit instructions, to give depth. The wings have large integrally cast locating lugs which fit into deep recesses on the fuselage sides. To allow a little 'live' manipulation to get the wing alignment right, I first taped a piece of T-section aluminium across the fuselage at the quarter-chord high point of the centre-section, then applied some Araldite five-minute epoxy to the lug on one wing. This let me push the wing into place and then adjust the angle using the T-section as a datum. After four minutes I could let go of the wing and repeat the exercise with the other one. I ended up with a condition where both wings could be adjusted slightly. After about an hour all was rigid and I then filled the seam with Zap-A-Gap, which provided the stiffness needed in the joint and allowed me not only to

Base coat of uppersurface RAF Light Stone applied, followed by thin rolls of Blu-Tack demarcation and masking tape for the RAF Dark Earth camouflage



With masking removed, only a few small areas needed touching-up

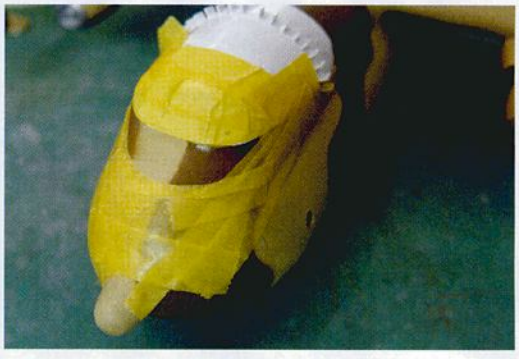
sand the joint away, but also scribe it back to life as a panel line.

Plugs and sockets are also provided for fitting the tailbooms, but in order to line everything up here I found it best to prepare the tailplane and tape this and both booms onto the main airframe at the same time. The tailplane-to-boom fit required a little surgery, but accurate placement here is essential for a square-rigged aeroplane. When I was happy all was true I tacked then Zapped first the booms and then the tailplane. The small outboard tailplane extensions I held in place with Blu-Tack on the top while I Zapped them from below. I also used this thicker glue as filler around each tailplane joint. Using a PTFE applicator tube it was possible to lay down a bead of glue fine enough that the glue meniscus left in a right-angle joint needed no sanding afterwards.

The next task was securing the canopy. I took some care trimming the vacformed part to shape, the spare item provided stayed spare, and then when finished I dipped it in Klear (Future) and allowed it to drip-dry. I was very pleased with the clarity of the coated transparency, and used five-minute epoxy to bond it in place. Using a generous bead of epoxy ensured that when pushing the canopy into place it filled any imperfections in fit. When cured, the proud epoxy was easily trimmed flush with a scalpel blade.

I masked off the cockpit windows with Tamiya tape, sanded the periphery of the canopy to blend into the fuselage, then brushed on two coats of Gunze Sangyo Mr Surfacer 500 and sanded this to a feathered edge. Mr Surfacer is the perfect stuff for blending surfaces together: if you see some pick it up, you won't regret it.

"After applying the black undersurface paint I had a feast of unmasking"



Anti-glare panel masked for painting

The next task was to fit the row of vortex generators around the upper fuselage. While the kit includes a resin wafer of these, I decided to use Evergreen plastic strip. Indents are cast into the fuselage to aid placement and using long sections of strip provided me with both a handle for each section plus a much finer means of adjusting the angle of each. I made up a simple jig to guide a pair of flush-cutters as I trimmed each to the same length once they had set. It felt like giving the model a haircut!

Time for Paint

I spent the next few hours going over the model cleaning up joints and panel lines, then applied some Halfords grey primer over the suspect areas and went over it again, rubbing the surface down with 3200 Micromesh. When I was happy I airbrushed Mr Color gloss white over the cockpit area back past the vortex generators. I had decided to finish the model in the Light Stone/Dark Earth camouflage and the white cockpit roof on this scheme was much easier to paint now and mask off before working up the camouflage. Likewise I painted the bare metal areas on the nacelle fronts using Alclad Steel. I then masked these off with Tamiya tape.

Mr Color is my favourite paint, despite the need to order it from Japan. This lacquer-based paint dries very fast, very thin, is smooth enough to take decals with no extra preparation, and is immune to enamel thinner, allowing for elaborate washes. The British colours offered are excellent matches, but the range does not stretch to Light Stone, so I had to mix it using two parts white to one part Mid Stone. With this I airbrushed the whole uppersurface of the model, taking care to get to the awkward places like the inside faces of the inboard nacelles.

For the camouflage demarcation I wanted an edge that was almost hard. To achieve this I spent some time rolling out Blu-Tack into long thin strips about 5 mm in diameter, which I then used to outline the camouflage pattern, filling in the space between with masking tape. The most awkward part of this technique is that as you approach completion you are running out of places at which to hold the model.

Once this was done I loaded my Badger 150 with Dark Earth and started painting, taking care to keep the spray pattern at 90° to the surface. Removing the camouflage masking, but not that around the cockpit, I checked the edges of the pattern for consistency and found a few areas that I wanted to sharpen up, which I did by just adding a few inches of Blu-Tack roll and touching up each spot one-by-one.

Now for more masking, this time for the black undersides. This took quite a while and a lot of tape. I used Tamiya tape for the edge demarcation and household masking tape for the areas in between. I also taped around the anti-glare panel in front of the windscreen. After applying the black paint I had a

feast of unmasking as all of the previously hidden areas could now be revealed. Balancing the model on its tail I used Black-It-Out wash in the engine intakes to give some depth. This stuff is aimed at car modellers for use on radiator grilles and such, but is really handy for aircraft detailing, especially as the dried wash can be removed with a damp tissue or cotton bud.

To paint the black radome I used a strip of black decal to provide an edge and then brush-painted black up to the decal.

Now it was decal time. I cut strips of white decal from solid sheet and applied the windscreen frames. The kit decals are very good, being opaque (really useful for white codes on black surfaces) and very thin. Although a little fragile, this only becomes a problem when you try to move them around after they have started to set.

Next I added the small antennae on the cockpit roof, which I cut from sheet plastic, and the white metal pitot tube fairings to the fuselage sides. After touching up the colours around these last additions I gave the whole model a coat of semi-gloss clear, then added a little panel-shading using flat clear with a drop of dark grey added.

Dangly Bits

The gear legs and doors are all supplied in white metal. I added some hinges to the gear doors from scrap plastic, as much to help place them as to add detail. The legs all located securely and a quick check of the relative height of the wingtips confirmed that they were set at the same length. The resin wheels are a little basic but after a little weathering they look the part. Unfortunately, my nose gear did not touch the ground. My earlier forgetfulness had come back to haunt me. My only recourse was to tape a small funnel into one of the side windows in the lower fuselage and then pour No 9 lead shot through the window a few at a time. Eventually I had added enough weight and then used a long nozzle to inject runny CA into the pool of shot now in the nose of the model. When this was cured I shook out any escapist lead balls. After confirming that my model did actually sit on its tricycle undercarriage I glazed the windows with Humbrol Clear Fix.

The propellers took some time. The white metal castings needed a fair bit of cleaning up using Swiss files and epoxy putty before I painted them all in aluminium then started in with decal trim film. Using Microscale solid decal sheet, I first added broad red bands to each blade. Next I placed a white stripe, one-third of the width of the red, in the middle of each red band. Plenty of Micro Sol was washed all over these decal layers to snuggle everything down. This gave me the red/white/red prop stripes. Then I cut black strips that I laid along the leading-edge root of each blade to represent the de-icer boots. Lastly I used a fine black Gundam Marker to draw around each blade root to suggest blade separation from the spinner. A coat of clear varnish over the props sealed in all the decals, and my model was complete.

Conclusion

The kit proved to be quite straightforward, there were no fit problems, the shape looks great and it measures out to scale. The white metal parts are a little coarse but can be cleaned up with a little extra work. I had a great time building it and the finished model oozes character. In my transport aircraft collection, this one sits at the front.

SAMI

BY GARY HATCHER

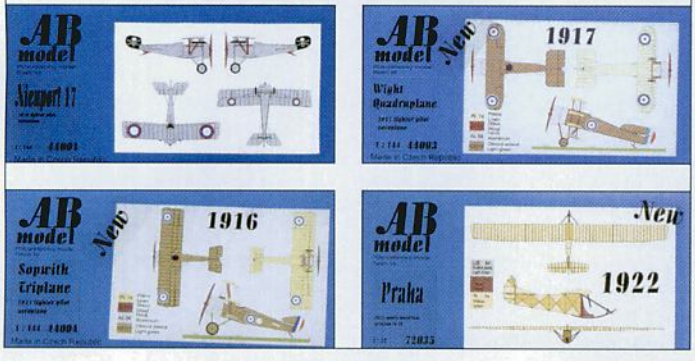
Scaling Down

Part One in a series looking at the opportunities now available for modelling military subjects in the smaller scale. Gary Hatcher goes from A-Z in search of the best in 1/144

"Oh, you don't make *that* stuff?" Not an uncommon reaction when scornful fellow modellers discover I have a taste for 1/144. It's a common reaction, and is based largely on three assumptions, all of which are now long overdue review.

1. 1/144 kits are usually poor quality toolings.
2. There are no aftermarket decals or accessories available.
3. They are too small. It is impossible to work with such tiny pieces.

AB Model



The first criticism may have come about due to a lack of quality control by some companies. Thus, brand-new toolings of excellent quality often share shelf space with less illustrious kits. Buyers, approaching the scale for the first time, have the odds against them, as old releases usually outnumber new ones. The likelihood of your first 1/144 kit being a disappointment is high.

Fortunately some manufacturers — notably Revell, who are pioneering the scale — are weeding-out their catalogues and deleting the older toolings. At the same time, a number of new manufacturers have started tooling up for 1/144 and there is now a wider choice of quality kits proliferating.

Likewise decals and accessories. Of late, a number of manufacturers are looking at scaling-down, but this will only increase as the kits improve and sales go up. Still, there is a lot more available than you might suppose.

As to the complaint that the parts are too small, it would be fair to say that the smallest part on a 1/144 kit is no smaller than the smallest part on any larger scale item. Good kits are quicker to build in the small scale, and for those modellers more interested in colours and markings than intricacy of interior detail, 1/144 presents an opportunity to line up the squadrons without having first to acquire a larger house.

1/144, like 1/32, is coming from behind, and presents a host of advantages that the modeller is urged to consider, bearing in mind that this particular rolling stone will only gather moss if it is given a shove, and the more interest generated, the more variety and choice both in kits and accessories will follow from the manufacturers.

The following A-Z survey is not definitive, neither is it intended to help collectors of old kits. Rather, it is a brief attempt to highlight what is best in the scale for those who want to make the most of it. Civil aviation — the traditional subject of 1/144 — is not considered here, neither are we concerned overmuch with kit archaeology. The true origin of toolings based on the likes of Otaki, Crown, LS and others is a matter for another place. We only care here with whether or not the kits are any good.

A Model

Aeroclub

My thanks to Paul Janicki and Angus McDonald for providing pictures of their 1/144 collections to assist with the illustration of this article.

A Model

A Model's 1/144 range is slowly growing. Kits are limited run injection mouldings with injected canopies. While lacking the dynamic crispness of Revell or Sweet, they make interesting subjects, and release multiple variants of each subject. With the HU-16 Albatross, C-123 Provider and a C-8 Buffalo already running to several kits each, their future programme looks very interesting. In the pipeline is a Lancaster/Manchester/Lincoln release, and one hopes the promised He 111 will be as exhaustive. Definitely one to watch.

Academy

AB Model

AB have a small but growing selection of resin aircraft kits, all of which to date have been fairly esoteric early subjects. The 1922 Czech glider in particular is a model that will excite some curiosity, and will no doubt be joined by other sailplanes in due course.

Academy

Academy is a range you will most likely come across with ease, and for many this may be the first 1/144 kit they buy. This is a mixed blessing, as while many of the kits are excellent, the range does cover a wide spectrum of quality. The Su-25 *Frogfoot*, for example, is a nice little kit, with an ejection seat, a full range of weapons, and a usable transparency. Others feature less detail and one or two have problems with the fit of the canopy — not easily surmountable in this scale. The Jaguar is a typical case in point. The sprues are identical to the old LS tooling of the same aircraft, but the canopy is too small for the aperture.

The reboxed Hobbycraft B-58 Hustler and B-47 Stratojet kits are well worth picking up.

Aeroclub

Better known for metal accessories and vacform canopies, Aeroclub have released a number of 1/144 kits in the past, some of which are now unobtainable. Still in their catalogue are the F-84F and RF-84F, as well at the Neptune and an A-4 Skyhawk.

The 1/144 accessories range mainly comprises wheels and propellers and seem to have been largely designed to complement the Welsh Models vacform range.

Airalex

Airalex is a huge conurbation of a website on which pretty much everything in 1/144 military is covered. Besides amassing a collection of built models that are displayed on the site, there is a section dedicated to 'kits for sale' and this encompasses the work of a number of individuals and constitutes a huge array of solid resin kits.

Kits tend to be single-piece resin castings, which come provided with a clear solid resin canopy, decals and Aeroclub wheels and props, approximating closely to the type you are modelling. The modeller can paint the canopy onto the solid resin model, cut off the resin and substitute it with the clear piece provided, or use this as a master to vacform a transparency. This will then necessitate the cutting out of a cockpit aperture.

While it would be fair to say these kits are not for inexperienced modellers, there is a lot of scope for filling gaps in your collection.

Check out the website at www.airalex.homestead.com

Airfield Accessories

Airfield Accessories

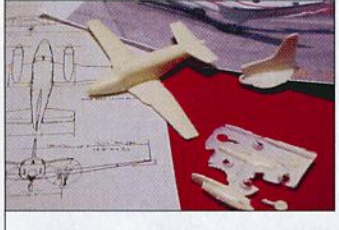
This is a very useful range of white metal cockpit inserts designed for 1/144 kits. They add detail and noseweight, and are the perfect solution to those horrible interiors supplied with Dragon's otherwise fine kits — the ones with the mutated aircrew moulded onto them.

The range is manufactured by Matador Models, who also offer a selection of resin airfield vehicles in this scale.

Airfix

A number of kits were reboxed under the Airfix label, but these were all older toolings and in most cases were let down by their transparencies. The most significant item that Airfix have to bring to the present party is their VC-10 K.2, which was reissued as an RAF tanker version, with decals for two aircraft, one in Gulf War markings (see Bruce Leyland-Jones's Review in the January 2007

Airalex



issue, p.32). The kit shows its age and needs a bit of work to bring out the best, but can be finished nicely, thus filling a big gap in any collection of contemporary British military aircraft.

Arii

Arii is one of those confusing names that crop up during 1/144 searches. Many of their kits are reissues of even older LS or Otaki mouldings, although the quality is not too bad. They fall short of the new toolings by a long chalk — their F-15, for instance, has no cockpit recess, just a flat surface that the canopy sits on. This same set of parts, with minor alterations, seems to have popped up in a number of manufacturer's boxes. They are nicely moulded injection kits, only let down by the amount of extra work and scratchbuilding needed to finish a model.

Airfix

Hobbylink Japan list a dozen or so kits as currently available. By all accounts Otaki went out of business and Arii and LS went on to market the kits. ARII began to concentrate on SCI-FI transformer/cartoon type figures in the 1980s and have subsequently neglected aircraft kits.

Some of the kits still available are worth a look. The Orion is the LS kit, and certainly very good, while the Phantom is reputed to be the best representation of the F-4 currently available in 1/144.

Attack

Over the last couple of years Czech manufacturer Attack has started producing nice little injected kits of Eastern Bloc aircraft. Their range of 1/72 armour seems to constitute the bulk of their catalogue, but the handful of kits so far released have been very nice. MiG-15 and -17 variants, Su-7s and L-39s have so far appeared. Canopies are injected and decal sheets typically offer several options. Most kits feature a rudimentary interior, adequate for this scale, and certainly an improvement on the complete absence of even a cockpit recess that has been the downfall of many older kits.

Attack seem to like making the best of their moulds, and kits have been tooled to allow more than one release, and this — combined with the generous decal options — allows quite a nice collection to be built up from their available output. Of note is the L-39, which features parts and decals to make a target tug in West German markings.

Blue Rider

A couple of decal sheets from this manufacturer have appeared in 1/144. Both fairly esoteric, but with a MiG-21 due from Attack, those Cambodian AF markings will hopefully have a good home to go to.

CMR

CMR — also known to many as Czechmaster — have some very interesting resin kits available. The DC-2/3 series has produced some military variants, while the Shackletons will be familiar to regular readers from the travails of Mr Angus McDonald, who has built all variants for this magazine.

Also available is a Martin Mars. CMR's kits are superb castings, and most feature clear resin canopies.

(Pictures: Angus McDonald.)

Blue Rider

Attack

ARII

Cutting Edge

Crown

Another manufacture whose kits have subsequently appeared under different names — notably Academy/Minicraft. Quality is variable, and usually the chief problem is the transparencies. Kits are injection moulded and detail is sparse, but outline is generally good.

(Pictures: Paul Janicki)

Cutting Edge

This manufacturer's sole venture into 1/144 to date has been a couple of decal sheets for B-52s.

Dragon

One of the biggest injections (no pun intended) of life into the 1/144 military sphere came from Dragon in the late 1980s and early '90s. A huge range of kits was issued, chiefly focusing on modern jets, with an emphasis on US subjects. The kits set a new standard at the time, and many still stand up today as the best available of a given subject. A number of their kits turned up in Revell or Italeri boxes — the Tornado F.3, Apache and F/A-18 for instance — and Dragon themselves are reissuing them now as double kits, frequently with a newly tooled sprue of weapons included.

The chief drawback of these kits — which are otherwise generally very good injected toolings with well-moulded canopies — are the cockpit interiors. All kits have an insert with pilot's seat, but these have bizarre effigies of crew figures built on to them, which need to be expunged with a sharp scalpel or replaced entirely with the Airfield Accessories metal insert!

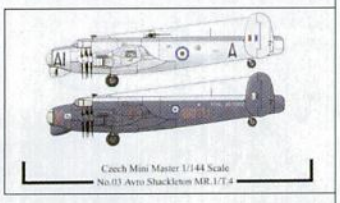
Their Tornado F.3 is a superb tooling. This kit is a cut above the others and features some superb moulded detail. Although let down by the cockpit insert, this can be rectified, and the overall look of the finished model is superb. Revell released the kit with 111 Sqn markings. Dragon have released it in an earlier guise with markings included for Falklands-based machines, and the current issue is a double-kit featuring two 56 Sqn options. This new release features Skyflash and Sidewinder armament — missing from the Revell kit, although the latter does feature a full set of wingwalk markings on the decal sheet.

The F-16 was released in a number of guises, and while there are some problems with accuracy (the shape of the intake in particular) it is the only tooling in this scale to feature the canopy frame as part of the transparency, a factor some would chose to regard as significant.

SAMI

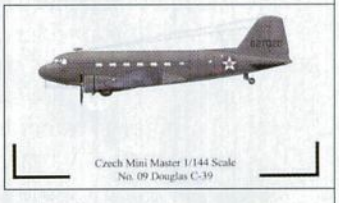
(To be continued)

CMR



Czech Mini Master 1/144 Scale
No.03 Avro Shackleton MR.1/T.4

Czech Mini Master 1/144 Scale
No. 08 Douglas C-33



Czech Mini Master 1/144 Scale
No. 09 Douglas C-39

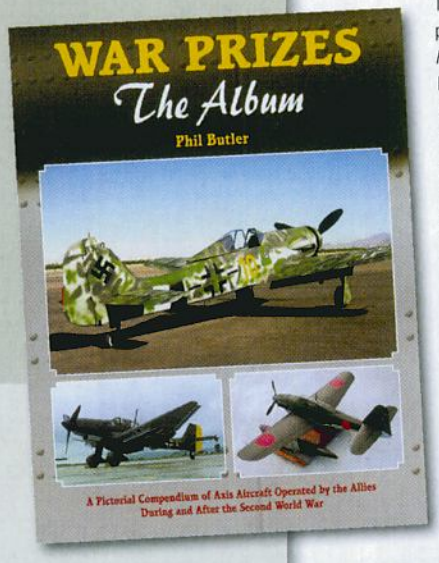
Czech Mini Master 1/144 Scale
No.02 Avro Shackleton MR.2/AEW.2

Czech Mini Master 1/144 Scale
No. 04 MARTIN JRM-1 MARS

Dragon

War Prizes: The Album

BOOK OF THE MONTH



TECHNICAL DATA

by Phil Butler	Price £18.99
ISBN: 1-85780-244-6	
Publisher Midland Publishing	

Twelve years ago Phil Butler produced his first *War Prizes* book, cataloguing the histories of German, Italian and Japanese aircraft captured and used by the Allies. This title has never been far from my bedside table, as it combined photographs of some very interesting colour schemes with text that exhausted most of the available sources of information on the subject. A follow-up was thus unlikely, but in the intervening years a large number of new photographs have surfaced, especially from the former Soviet Union.

This new volume contains a wonderful selection of Axis aircraft in a wide variety of markings, some illustrating the aircraft as they were captured and others after the Allied markings were applied. As well as the more aggressive aircraft, a large number of transport and civil-registered aircraft are included, plus a fine selection of gliders.

Most of the photographs are in black-and-white, but there is a colour section mostly showing the captured aircraft as they are today, the vast majority in museums, but there are a few that still take to the air. All of the photographs include informative captions with a brief history and the airframe's eventual fate. A brief update is provided to the original *War Prizes* book's listing of Allied serial or Air Min numbers against the aircraft's original Axis serial number.

I have always been inspired by the original, and this one may be an even better purchase for the modeller due to its stronger picture content. It contains so many interesting aircraft just crying out to be reproduced in miniature that it is hard to know were to start. In my case it may be a MPM's 1/48 scale He 177 with RAF markings and D-Day stripes!

Highly Recommended.

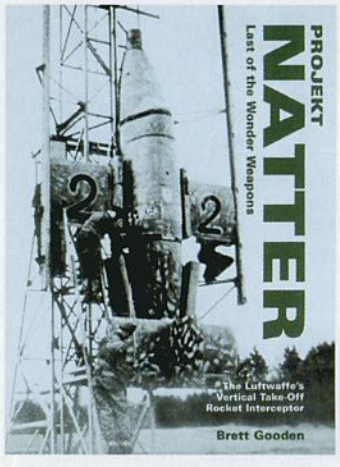
DF

SAMI

Projekt Natter – Last of the Wonder Weapons

TECHNICAL DATA

by Brett Gooden	Price £24.99
ISBN: 1-903223-62-8	
Publisher: Classic Publications	



Classic publications have produced a number of definitive books on Luftwaffe types and have now turned their attention to one of Germany's 'wonder weapons' — the Bachem Natter.

The original concept was to situate a fixed hangar with launch rails and an associated radar station near sites of strategic importance from which Natters would rise vertically to attack USAAF B-17 and B-24 formations. The Natter was the brainchild of Erich Bachem, who was considered to be one of the most outstanding designers of the era, whose other projects included contribution to the Dornier Do 335 and Heinkel He 162.

The Natter was intended to attack the bombers with a battery of rockets stored in its nosecone, and once these had been expended it would soar above the formation before diving down for a ramming attack. Just before impact the pilot would eject, while the reusable rear section containing the propulsion units would return to earth by parachute.

There were obvious flaws in the Natter concept and some major technical hurdles had to be overcome. Nonetheless, some 36 Natters were built and 24 unmanned test flights made. The only manned flight was over in 35 seconds when the aircraft's canopy separated, rendering its pilot unconscious and leading to a loss of control and the death of the unfortunate occupant.

This book covers the development and proposed deployment of the Natter using a mix of period photographs, plans and some nicely drawn colour illustrations. The Natter never made operational flights, but it was only a few months away from introductory trials when the war ended. Those airframes that did fly carried some attractive markings and this book will be a good reference for anyone building the 1/48 scale Natter recently reissued by Dragon.

This will probably be the definitive reference work on the Natter, and is highly recommended to anyone with an interest in WWII 'what might have beens'.

DF

SAMI

Aermacchi: Flashes of War

TECHNICAL DATA

by Nicola Malizia	Price: Euro42.50
ISBN: 88-7565-030-6	
Publisher: IBN Editore (www.ibneditore.it)	
Format: 217 x 305 mm, 256 pp, hardback	
Illustrations: b/w and colour photos	

This elegant Italian/English text volume is not the usual monograph, but is dedicated as much to the fine Aermacchi MC.200, MC.202 and MC.205 fighters as the people who fought with these aircraft. It is particularly notable for the extensive collection of period photos, most of which are previously unpublished. Some are in colour and all are accompanied by exhaustive dual-language captions.

There is a chapter for each type which includes tables of data and production figures, as well as lists of units that operated the aircraft.

Finally, chapters deal with the armistice period, the southern air force and the ANR, while the last chapter covers the use of the C.202 and C.205 by the post-war Egyptian Air Force.

The contribution regarding the C.200 is particularly interesting.

This is a fine work, useful to historians and modellers, that is an essential addition to the library of all lovers of these Italian fighters.

NC

SAMI

MiG-15 in Czechoslovak AF 1951–1983

TECHNICAL DATA

by Miroslav Irra Price: TBA

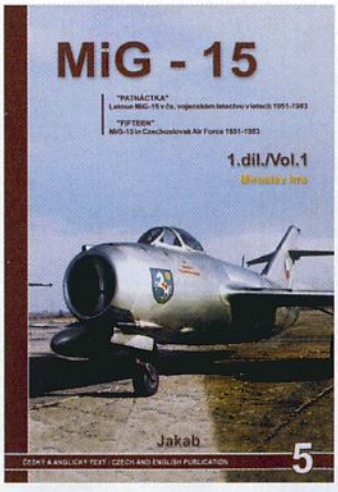
ISBN: 80-903637-4-1

Publisher: Jakab

The Czechs produced over 3,300 MiG-15s, and the type was in service with the Czechoslovakian Air Force for over 30 years, so it is no surprise that Jakab have decided to produce an in-depth look at the type spanning two volumes.

This softback book features text and subtitles in Czech and English. The translation is extremely well done, with only a few typographical errors. This first volume charts the introduction of the MiG-15 and service up to the late 1970s. It includes a very interesting story of the intercept and eventual detention of an Austrian Air Force Huey helicopter that had become lost and entered Czech airspace, much to the embarrassment of the Austrian pilot who just happened to be the Austrian unit's commander! Many of the photographs are reproduced for the first time and include a large number of personal snapshots supplied by former pilots as well as more formal official photographs.

Though this type was never the most colourfully marked aircraft, most being natural metal with national insignia and serial numbers, among the seven colour profiles is one scheme applied by an aerobatic team during 1953-55 that features large areas of red trim. Following the profiles is a small walk-round section which includes some fine cockpit shots plus undercarriage details, and there are a number of plans and photographs reproduced from official documents, but unfortunately no English translation for this section.



The MiG-15 was produced in huge numbers and saw very long service, but for most of its active life finding any information abut it was difficult for Westerners. As far as its Czechoslovakian service goes this book has changed all that. I look forward to seeing the second volume.

For further information on this publisher's range see their advertisement in this issue.

DF

SAMI

De Havilland Vampire in Italian Service

TECHNICAL DATA

(Aviolibri Records No 7)

by Maurizio Di Terlizzi and Marco Mattioli

Price: Euro19.80

Publisher: IBN Editore (www.ibneditore.it)

Format: 170 x 240 mm, 248 pp

The Vampire was one of the first British jet aircraft to achieve success abroad. It saw service with numerous Italian units, in both single and two-seat versions.

The text is bilingual Italian/English. The historical section is thorough and full of detail, adding to and correcting the previous publication on the same theme by Cattaneo-Massimello. Frequent inclusion of names, serial numbers and codes of aircraft involved in single actions are one of the book's strongpoints. Operational use in Egypt (fighting against the Israeli Air Force), Jordan, Syria and Saudi Arabia is also thoroughly dealt with.

A detailed description of the fighter variants (FB.52/52A) and nightfighter versions in Italian service from 1949 to 1959 follows. Technical data and several detailed sketches are partly drawn from maintenance manuals, and the numerous high quality photos are for the most part previously unpublished.

There is a section looking at kits available and a lot of detail photos are aimed specifically at modellers. The colour profiles by G P Pino are of very particular note. The volume is topped off with some interesting accounts from pilots who flew the aircraft.

NC

SAMI

BCA: Heathrow the Early Years

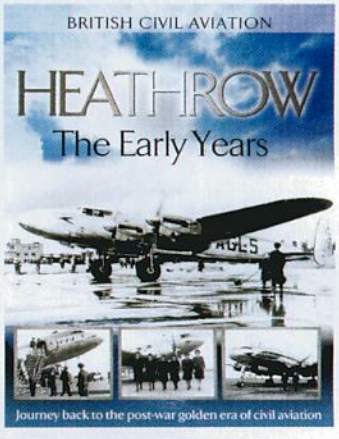
DVD: TECHNICAL DATA

Price: £14.99 plus £1.80 p&p

Publisher: DD Home Entertainment

Hotline: 01829 741490 Web: www.ddhe.co.uk

Running time: 56 min



Heathrow Airport — or 'tent city' as it is increasingly becoming as the slightest hiccup in security or weather seems to be beyond operator British Airports Authority's ability to handle — is a place I'd prefer not to visit were it not for the necessity to journey to places not directly accessible from other, more civilised, airports. But it wasn't always so. In my formative years in the early 1950s when aviation and modelling first took me in their grip, 'London Air Port' or 'LAP' was a magic place. Staying each summer with a modeller uncle who lived within sight and sound of its approaches, I spent happy days in the grassed spectator enclosure alongside the runway — yes, really — taking not-very-good snapshots of Stratocruisers, Connies, Hermes, Vikings, Yorks, Argonauts, DCs various, Convairliners and Viscounts with my mother's box camera. Once I enjoyed a grandstand view of the action from a joyriding (yes, really, again) Dragon Rapide flown by the redoubtable Monique Agazarian.

This DVD was thus a nostalgia trip for me, albeit much of the earliest action predating my first visits. It comprises three films: *London Air Port*, shot in 1949, *Wings Over the World* dating from the early 1950s, and *Air-Crossroads London* from 1958, when what had by then become 'Heathrow Airport' was already established as the world's busiest international air terminal, handling 600 movements per day from 38 airlines. A treat for propliner fans

MJ

SAMI

Modelling Hasegawa Me 109G-2/-6

CDROM: TECHNICAL DATA

WEEAC Navigator Price: £4.95

This latest CD-ROM from WEEAC is the first of two discs devoted to the Hasegawa Me 109G family. It covers specifically the building of the 'G-2 and 'G-6, though of course the techniques used are applicable to any of Hasegawa's '109 kits.

The main section uses 106 photographs to guide you through the construction of the two '109s. One thing I really like about WEEAC CDs is that they build the models straight from the box without resorting to expensive aftermarket accessories. The accompanying text file describes the construction of the models referenced to the build photographs. Occasionally there are changes in the assembly process, such as the amount of work needed to get a good result from the poorly-fitting resin cowling Hasegawa supplied in the 'G-2 kit. Where this happens the text is printed in different colours — black for the 'G-6 and green for the 'G-2.

The last section dealing with the '109 is 'Galleries'. This comprises 62 photographs of the finished models from every angle and clearly shows the high standard that can be achieved from the basic kit. I wonder how many modellers would like to see their work so comprehensively photographed? Not me!

The final section is now standard on all new WEEAC discs and is called 'All Directions' — a comprehensive section of modelling hints and tips such as how to apply metal finishes and weathering with pastel chalks.

This is WEEAC's best title to date and bearing in mind that anything to do with the Bf 109 seems to fly off the shelves I am sure it will be one of their best sellers.

The next releases from WEEAC will be the second Bf 109 disc which will cover the 'G-10 and 'G-14 variants, followed by two of my favourite types: the F-14 Tomcat and BAC Lightning.

The WEEAC Navigator range is available direct from the publisher at 13 Island Farm Close, Bridgend, Mid-Glamorgan CF31 3LY, and can be viewed at www.weeac.co.uk

SAMI

Anytime, Baby!

TECHNICAL DATA

Hail and Farewell to the US Navy F-14 Tomcat
by Erik Hildebrand Price: £27.99
ISBN 0-9674040-5-03
Publisher: Speciality Press

It is hard to believe that the Tomcat is over 30 years old and has just left fleet service to be replaced by a type that has nowhere near its capabilities at a far higher unit cost. The end came because of the F-14's high man-hour and maintenance costs, which finally spelt the end to Grumman's last cat. It was a very unpopular decision with F-14 squadrons, well captured by one chapter's title: *Tomcats by choice, Hornets by mandate*.

I am a big fan of the F-14, so any title covering the final days of the type's service was going to be welcomed by me, but this title goes beyond that. Presented in a landscape 'coffee table' it features some of the finest aviation photography I have ever seen.

The author spent over two years of the Tomcat's late service covering the final operations and eventual decommissioning of the last seven F-14 fighter squadrons. This includes the 'cat's last fling in a role far removed from its original fleet interceptor function. Over Iraq the 'Bombcat' was a precision bomber equipped with the LANTIRN system that was rushed into service just in time for deployment on operations.

All of the shots in this title are wonderfully composed by one who

obviously has a great affinity with the type and its operating environment. For the modeller there is much of interest, from the heavily weathered finish displayed by the type after a carrier deployment to the attractive retirement schemes carried by each unit's high-viz or retro-painted aircraft. Many of these attractive schemes have been produced in decal form over the last year, predominantly by Yellowhammer.

For me the saddest shots are those illustrating the Tomcat's final days being cut up by the scrapmens' torches, with even those airframes destined for display in museums being heavily gutted to ensure that no spare parts make their way to the Tomcat's only export customer and final operator: Iran.

This is a wonderful book, and a fitting tribute to the Tomcat's long service. It's a must-have for anyone with an interest in the US Navy or Grumman's cats. I would also recommend it to a casual enthusiast, or anyone who just likes beautiful aviation photographs.

DF

SAMI

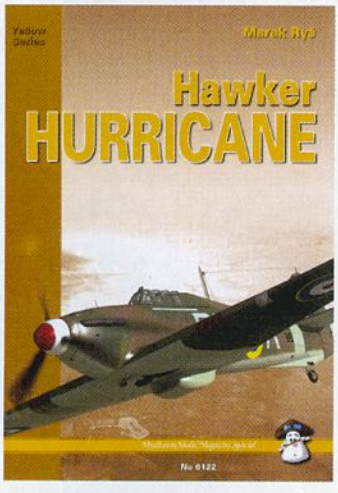
Hawker Hurricane

TECHNICAL DATA

by Marek Rys Price: £12.99
ISBN: 8-3894-5032-1
Publisher: Mushroom Publications
Format: Softback, 84 pp

Most modellers will have a Mushroom or two on their bookshelves, and this latest addition to their Yellow series is an essential addition for anyone with an interest in the Hurricane.

The book looks at design and development in detail, and covers all variants including those built in Canada and Yugoslavia. The colour walkaround pictures occupy no fewer than 74 pages, and there are 30 pages of colour profiles. The book seems to have been designed to offer modellers the maximum amount of information required to build a model, and this is to be applauded, as in-depth historical and anecdotal information is all very well, but will not help you get on with the job.



A superb book for modellers, and one that will be of invaluable assistance.

GH

SAMI

Strike and Return

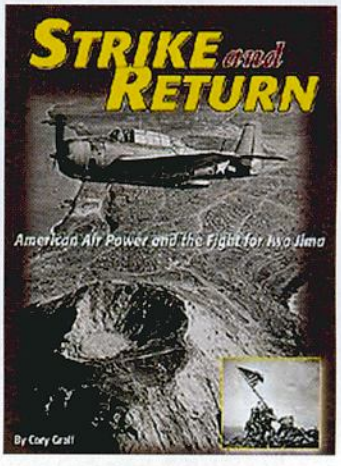
American Air Power and the Fight for Iwo Jima

TECHNICAL DATA

by Cory Graff Price: £16.99
Publisher: Speciality Press (distributed in Europe by Midland Counties Publications)
ISBN: 1-580070 92 2
Format: Hardback, 160 pages
Illustrations: Black-and-white and colour photos

Iwo Jima was a desolate island midway between the Mariana Islands (already occupied by America) and Tokyo. Its position in WWII as the projected half-way point for bombers, fighters and rescue aircraft became immensely valuable strategically, gaining the island far greater importance than its small size would suggest. Consequently the death toll both in its defence and eventual capture was huge. Once held, the island became a vast unsinkable 'aircraft carrier' for American operations against Japan.

As an historical narrative this book is very interesting, but as a reference work



for aircraft modellers it excels. The hundreds of photographs will prove to be an invaluable reference and inspiration for anyone looking to create a Pacific War diorama, with copious pictures of Thunderbolts, Mustangs, Wildcats, Hellcats, Lightnings, Black Widows, Privateers and Superfortresses.

Phillip Ware

SAMI

Soviet Lend-Lease Fighter Aces of WWII

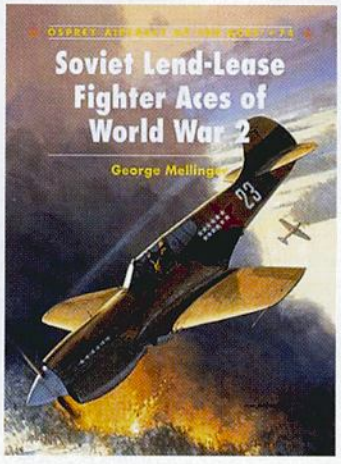
TECHNICAL DATA

by George Mellinger Price: £11.69
ISBN: 1-8460-3041-2
Publisher: Osprey Publishing
Illustrations: b/w photos, colour profiles
Format: Softback

This new title in Osprey's *Aircraft of the Aces* series is dedicated to an extremely interesting subject not yet well publicised in the West. Thousands of the aircraft supplied to the RKKA between 1941-1945 were used very extensively on the Eastern Front, producing a large number of fighter aces on types that were not popular or as widely used in the West. Until the late 1990s, the topic was not widely publicised, even in Russia, so the information available in the West was almost non-existent.

Author Mellinger has done a great job compiling patches of information available elsewhere. The result is an excellent read, packed with stunning facts and trivia, recollections of the veterans, and battle descriptions. The text is structured around the fighter types and complemented by a large number of photographs with excellent captions. And though not everything is perfect (the Battle of Blue Ribbon, one of the largest and longest air battles of WWII, is almost ignored), the effort itself is a tremendous success. I could hardly put the book down before I finished it.

The other great benefit is the description of the operational use of



those types not as widely publicised in Soviet use as Airacobras, Tomahawks and Hurricanes. Soviet fighter pilots flew Spitfires and Thunderbolts as well as many other types. The colour profiles accompanying the text are a great resource for the modeller and will allow you to build a Spitfire with red stars! Here, I would like to caution fellow modellers: two of the three colour profiles featuring Cyrillic inscriptions are incorrect as they contain either calligraphic or spelling mistakes (the correct one is Rechkalov's P-39).

Well done Mr Mellinger and Osprey! This book would be an excellent addition to the library of any modeller, and will surely inspire them to get another Hurricane or Kittyhawk to build in a different livery.

Konstantine Malinovski

SAMI

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a 1/72 Vickers Wellington Mk III

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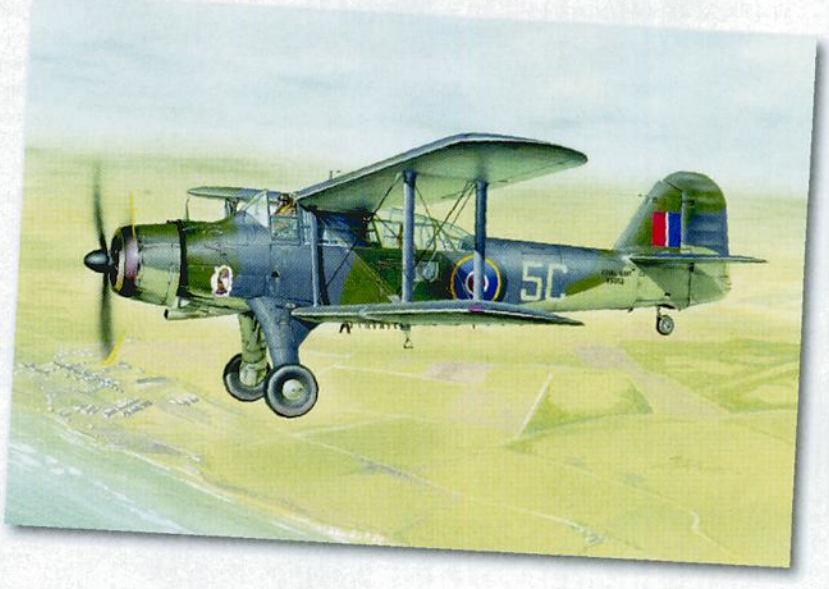

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Letter of the Month Competition
Revell UK are offering a monthly prize for Readers' Letter of the Month.

Congratulations to this month's winner of the Revell 'Letter of the Month Competition'. Mr Peto receives a selection of paints from the new Revell Aqua Color range.

Yorks and Lancs again

LETTER OF THE MONTH

The letter from Harold Stilwell (*SAMI*, November. P.1091) about the size of air intakes on the Lancaster and York prompted me to dig out all of my references to both aircraft. There is very little on the York! Most contemporary photographs of Lancasters showing the fronts of the engines are either too dark to see any detail or the propellers have been 'dressed' by the ground crew with one blade pointed vertically downward, obscuring the intake! Sixty-odd years later it would be remiss of me to blame the overworked 'erks' for obscuring a bit of airframe detail that a questing modeller seeks, but it is still a bit of a pain to realise that you can't resolve a problem thanks to their following sensible orders....

York MW168 of the Transport Command Development Unit came to grief when one of its port engines failed on take-off from RAF Brize Norton on 28 November 1946 and it overran the runway, ending up straddling am adjacent railway line. It was scrapped two months later

However, the few photos on which I can see any detail indicate that the current Airfix Lancaster intakes are the right shape externally, but with too small an opening. This is reinforced by a comment from Paul Lloyd in IPMS (UK) magazine 5/93 or 1/94 (I have the pages, but not the rest of the magazine...) in his article *Modelling the Avro Lancaster Part 3*. He writes, "The radiator intake grille needs the two vertical struts added, although it would be more accurate to drill out this area, widening the throat and adding a new larger grille, as the kit version is (for moulding reasons) a bit on the small side". Years later, after careful study, I totally agree with his opinion — after building two Lancs without following his sensible advice. Apologies, Paul, and congratulations for commenting on an issue on which I have never seen any similar observation.

And now to the York. *Aviation Photo Album* by Michael Bowyer (Patrick Stephens, 1978) has two photographs of Yorks on opposite pages. Both are taken from three-quarters front on the port side. One is captioned as MW294, photographed at Sharjah in 1947. This appears to have eight windows either side of the entrance door and definitively the larger 'York' engine air intakes. The intakes are lighter in colour than the rest of the natural metal nacelles. It has underwing serials, black propeller blades and the spinners and nosecone could be black, red or (less likely) blue. The other picture is captioned as the Duke of Gloucester's York *Endeavour* at Bougainville in 1945. This has the third and fifth windows from the front missing and appears to have standard 'small' Lancaster air intakes. No serial is given, nor is any visible, but it has SEAC roundels and natural metal spinners and probably propeller blades too. This is presumably an early VIP York. *(It was MW140, which operated as the Governor General of Australia's personal aircraft from March 1945 until January 1947. Ed.)* Enter stage left an hypothesis, awaiting destruction from those more knowledgeable.

The Lancaster was designed to fly at reasonably high altitude over Europe. The York was intended to fly at lower altitudes all over the world. Is it reasonable to assume that outside of Europe engine cooling became marginal in the York (as it may have become in the proposed SEAC Lancasters) and so the intake and possibly its radiator may well have been enlarged to cope with a wider range of ambient temperatures? This is a logical conclusion but, as we all know, logic and aviation do not often occur together. Perhaps others with more knowledge and better photographic references can shed more light on this? Early Yorks may well have had standard Lancaster intakes and later ones the enlarged version, probably then retrofitted the surviving early aircraft.

Meanwhile, I will revert to my favourite Swedish aircraft. At least many of my modelling inaccuracies can be successfully defended on the basis of my limited knowledge of Swedish vocabulary!

John Peto
Boughton under Blean, Kent

Model flat-tops

I noticed your 'throw-away' comment at the end of the review of White Ensign's stand in this month's magazine regarding 1/144th scale flat-tops to pair up with the (hopefully) growing number of aircraft in this scale.

These days I'm primarily an R/C ship modeller but I started out on Airfix aircraft (like everyone else) and have always maintained my interest in naval aviation and the Fleet Air Arm in particular. As 1/72 isn't very practical for manageable models, they're rather large — even poor wee *Invincible* would be about nine-foot or so — I've focussed on the aviation scale of 1/144 for some aviation-capable ships. I do get miffed by many of my fellow ship modellers who don't really bother about the aircraft and just use any old scale to fit the usual 1/96 or 1/128 ship modeller scales!

I've attached a picture of a scratchbuilt, stand-off scale model of the abortive US Hybrid Cruiser design of the mid '30s as she would have been in about 1939. The flight deck is populated by Sweet Wildcats and Vindicators converted from Minicraft Myrts! I know the Wildcats are the wrong version, but the conversion of the Vindicators was way too much effort to worry much about the fighters! I also completed a CAM ship with a scratchbuilt 1/144 Hurricane a long, long time ago.

I'm presently working on both IJN *Akitsushima* (flying boat tender) and USS *Wolverine* (US paddle steamer training carrier) all to 1/144 scale. I just need to get on with these and build an escort carrier for the Sea Hurricanes and Avengers I've already built, not to mention draw plans for HMS *Formidable* of the BPF 1945, HMS *Glory* in Korea and HMS *Eagle* in Suez.

Anyone know where I can get some 1/144th scale Swordfish, Wyverns, Fireflys, Sea Furys, Gannets, Sea Venoms, Sea Hawks etc?

Douglas M Kinloch
Livingston, West Lothian

Welsh Models do a vacform Gannet and Buccaneer, and a Sea Fury is available in a solid resin format from Airalex, along with a wealth of US Navy types. Check out the website referred to in 'Scaling Down ' in this issue.
GH

Send Your Letters To...
Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

Readers' Feedback
The views expressed in this column are not necessarily those of SAM Publications. Readers' address details must be supplied but we will only publish them if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.

04387 Focke Wulf FW 200 C-5/C-8 Condor, 1:72

Scourge of the Atlantic

The Focke-Wulf Fw 200

The Focke-Wulf Fw 200 Condor was one of the world's first modern long range aircraft, causing Winston Churchill to nick name it the "Scourge of the Atlantic".

From 1942 the Fw 200 C-4 was built in large numbers and was used as a long range reconnaissance plane and as a bomber, targeting convoy shipping. One of its main tasks was to relay target information to German U-boat packs. Most Fw 200's were equipped with Type FuG 200 'Hohentwiel' shipping radar as characterised by the nose antennae. Later versions carried the Hs 293 guided bomb, which was remotely controlled and delivered a 500kg explosive payload to its target at around 800km/h.

The Condor was also used as a transport aircraft which was designated Fw 200 C-5/FK.

The C-8 series was the last version to be produced between the autumn of 1943 and the beginning of 1944. In total some 275 Fw 200's in different versions were built.

For more information on this brand new 1:72 model kit as well as the complete range of Revell products log on to **www.revell.eu**

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